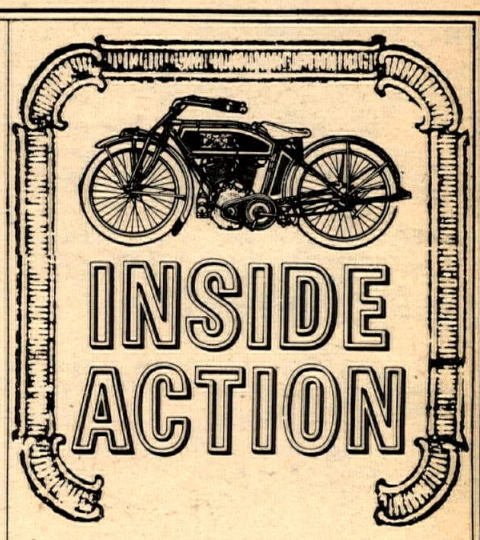
VOLUME VIII NUMBER 18 May 18, 1971 PRICE THIRTY CENTS

Cycle News WEST

Since the break for the Viewfinders Grand Prix at Indian Dunes on April 18, J.N. Roberts has taken command of the desert. In the three races since the GP, he has ridden each and won each, his last coming Sunday at the Red Dots M.C. Hare Scrambles. At this present rate, Roberts can lock up the Number One desert plate before the year is half-over. A report on his latest deed can be found on pages 16 and 17.



Roberts Again

RIDGECREST, CAL., May 6, 1971 – J.N. Roberts scored the overall win in this year's Mother's Day Hare Scrambles, a fun filled race for most but an unhappy day for Desert No. 1, Whitey Martino who crashed and landed in the hospital. On pages 16 and 17 you'll find the full story of this annual X-rated event, including a blow-by-blow description of Tom Poteet crossing the hairy ravine at 60-plus, and how J.N. blew everybody into the weeds.

New Feature

Beginning with this issue, Cycle News presents a series of consumer reports on different products. Unlike "tests", these products have been purchased and used over a greater length of time than usually allowed on "borrowed" products. The first consumer report is on the 1971 Ossa Pioneer, which appears on page 3. Also, Ron Schneiders has put together a test of the new 125cc Penton, but it is a little different. See why on pages 6 and 7.

Lackey Stars

Brad Lackey, who went to the CZ factory in Europe approximately one month ago to take a school offered by the firm, wound up staying in Europe as a member of the CZ Factory team participating in the World Championship Series.

Last week, he participated in the Polish Grand Prix, his first GP and finished 13th overall which, according to the FIM, is the best finish by any rider ever in his first GP. It was also stated that it was the highest an American has ever finished in a GP.

The Northern Californian will remain in Europe and continue to race in the remaining World Championship events.

CYCLE NEWS
2499 Cerritos Ave.
Newspaper
Long Beach, Ca.
90801 (213) 427-7433

WEDNESDAY, MAY 12

TT/FT, Corona Speedway, Corona, Ca. 7:30 p.m. $2 gate. Take Riverside Fwy to Pierce Exit.

SPEEDWAY, SRA, Kern Co. Fairgrounds, Bakersfield, Cal. 8:30 p.m. Free parking and program.

THURSDAY, MAY 13

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

TT/FLAT TRACK, Trojan Speedway, South Gate, Ca. Nite. Info: 213/862-0229.

FRIDAY, MAY 14

PRO TT, Blue Barons. Graham Spdwy., 9 mi. south of Puyallup, Wa. Sign by 7:30, race 8:15. (206) 537-5793.

SPEEDWAY, Orange Co. Fairgnds, Costa Mesa, Ca. 8:15 p.m. $2.25 gate, $1.50 (12-16), 50 cents (7-11). 213/793-3927.

PRO TT, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 8 p.m. 503/659-1022.

½-MILE, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

SHORT TRACK, Amarillo Motorcycle Racing, Amarillo Speed Bowl, Amarillo, Tex. Info: 806/372-4368.

SPORT SCRAMBLES, American Canyon, Vallejo (Ca.) Speedway. 8 p.m. $2 ride/watch. Class "C". 707/644-0741.

SATURDAY, MAY 15

TT, Elsinore Race Track, Elsinore, Calif. 7:30 p.m. Off Hwy 71.

SPORT ST, Valley, Cycleland Spdwy, 14 mi. S. of Chico, Ca. 8:30 p.m. $2 ride/watch. 3 no. plates. 916/342-9302.

SCRAMBLES, Hayward, Hayward (Ca.) Speedway. 7 p.m. $2 ride/watch. Class "C", no knobs. D-36 rules.

SPRTS. FT/SCRAM. Redwood Acres Fairgrounds, Eureka, Calif. D-37 pts. ea. FT to 250's, Scram. all AMA classes. "C" Signu up by 7 pm. (707) 443-6952.

SPRTS. ST, North Bay, Chris Beck Arena, Santa Rosa. Signup 4-6 pm, race 6:30. $2 ride/watch. No women's class. Benefit. (707) 838-2731.

SPORT SCRAM, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 7:30 p.m. 503/659-1022.

MOTOCROSS, Amarillo Racing Assn., Handle Bar Hills, Amarillo, Tex. Info: 806/372-4368.

SCRAM, Shasta, Happy Valley Raceway, 11 mi. W. of Anderson, Ca. 8 p.m. $2 ride/watch. 916/365-7753, 365-1709.

MINIS, SCMBA, Trojan Speedway, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. 213/862-0229.

CUT OUT & SAVE

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SUNDAY, MAY 16

AMA PRO RACES, San Jose County Fairgrounds, ½-mile track. $1200 purse. Prac. 10, race 2. (408) 295-3050.

CMC MX, Saddleback Park, Irvine, Ca. $5 mail (5/11), $10 post. 10 a.m. Box 1402, Costa Mesa, Ca. 92626.

TT SCRAM, Rock Springs M/C Assn., Rock Springs, Wyo. $1 gate. 1 p.m.

TT, Experts, Dehesa, Ca. D-38 pts. AMA/Sprts Committee cards required.

MINIS, AMRA, Indian Dunes, Valencia, Ca. Info: 805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. 10 a.m. $2 post ($2.50 non-members), $2 gate.

SCRAMBLES, Mt. St. Helens, Castle Rock, Wash. Info: 206/274-6881.

ACA MX/RR, Carlsbad, Ca. Mail $6 MX or $8 RR (extra class/bike $1) 5/14, post $10 MX or $15 RR. $2.50 gate. 10:30 a.m. 714/774-3222.

SCRAMBLES, Beaumont, 4450 Major Dr., Beaumont, Texas. Info: 713/769-5259.

POKER RUN, Royal Check-Mates, Purday, Wash., Box 107, Bremerton, Wash. 98310.

MOTOCROSS, Cruisers, High Side Park, Bremerton, Wash. Info: 206/871-1756.

SCRAMBLES, Greater Seattle, South 216th & Military Rd., Kent, Wash. Info: 206/723-0964.

SCRAMBLES, Drifters, 14 mile North of White Salmon, Wash. Info: 206/493-5663.

FIELD MEET, Fort Worth Cycle Club, Tarrant County M/C Park, Fort Worth, Tex. Info: 817/282-0836.

TT, Mile High, Slaughterhouse Gulch Raceway, Prescott, Ariz. Noon. $2.50 per bike, $1 gate. 602/445-0022, 445-0315.

MX, Bushmasters, Hwy 91's Magnolia offramp, W. to Buchanan, turn N., near Carona, Ca. D-37 pts. $3 mail.

MX, A.C.E., Indian Dunes, Valencia, Ca. $5 mail, Box 174, Newhall, Ca., $7.50 post. $500 purse. 805/259-8000.

MX, Junior-Am, Bay Mare Park, Box 371, Somis, Ca. $2500 brass/prizes. $8 mail, $10 post. 8:45 a.m. 100% brass. 805/643-5858, 529-1872.

GATORADE GP, AFM, Orange Co. I-nat'l Raceway. Noon. $8 post, $3 gate. Free program/parking. 213/278-7236.

TT SCRAM, San Bernardino, 395 Cycle Park, Adelanto, Ca. D-37 pts. $1.25 gate, $2 post. Ult. 7:30, Lts 10, Hvy Noon. 714/822-2252.

AM SCRAM. Competition M.C. Salinas Airport, take Airport turnoff, limed from 101. Signup 8-11 am, race 12. $2 ride/watch. "C" trac.

RIDE WITH THE BEST

RIDE CMC EVENTS

motocross AT

May 16th Saddleback Park

May 23rd Carlsbad

May 30th Utah (Memorial Day)

June 6th Osteen Park

rider gate fee $1.00 at Saddleback

$5 mail entry – $10 post entry. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 – sign-up closes 9:00 AM – racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.

SCRAMBLES, Hustlers, ½-mi. S. I-80 on Old Davis Rd. D-36 pts. sign & prac. 8-10, race 11. $2 entry, $1 adm. "C" trac. (916) 756-8200.

HILLCLIMB, Modesto. Ospital Cyn., S. of Tracy. 200 & up. Sign 8, start 11. $2 ride/watch. AMA. (209) 522-1061.

OLD TIMERS' RACE at Indian Dunes. Anyone over 40.

MX, Am & Pro. Pulyallup Raceway Pk. $7.50 mail, $10 post. Jrs. 33% brass, Ex. $1500. No lic. for Ex. 11 am. 1044 W. Lake Samm Pkwy. N.E. Belleview, Wash. 98008. (206) 747-7550.

MX, DEC. N. of Adelanto, Hwy 395. 100 & 125 at 9 am, 250 & 500 noon. $1 post. Info: (213) 374-6770.

H&H, Spokebenders. Limed from Lucerne Vly., Ca. $4.25, 10 am start. D-37 pts. (213) 379-0948.

MX, Lompoc Slo-Pokes, lime: Hwy 101, Santa Maria, Ca., near Jct. 166. D-35 pts. 10 a.m. $3.50 post, $1.50 gate. 805/736-6362, 735-1177.

JR MX, Bay Mare Park, Somis, Ca. 8:45 a.m. $8 mail, Box 1132, Ventura, Ca., $10 post. $2500 prize/trophies/contingency. 805/643-5858, 529-1872.

ACA TT/FT, South Bay Spdwy, San Diego, Ca. $5 post (250/Open), $3 post (125). License req. 714/774-3222.

MX, Daroga Park, on Hwy 151 6 mi. N. of Orondo, Wash. 11 p.m.

WEDNESDAY, MAY 19

SPEEDWAY, SRA, Kern Co. Fairgrounds, Bakersfield, Ca. 8:30 p.m. Free parking/program. 213/793-1558.

TT/FT, Corona Raceway, Corona, Ca. 7:30 p.m. $2 gate. Take Riverside Fwy to Pierce Exit.

ACA TT/ST, El Toro (Ca.) Speedway, I-5 & El Toro Rd. $5 mail (5/17), $10 post. 7:30 p.m. 714/774-3222.

THURSDAY, MAY 20

CMC MX, Ascot Park, Gardena, Calif. $5 post. Night. 213/323-9710.

TT/FT, Trojan Speedway, South Gate, Calif. Nite. Info: 213/862-0229.

FRIDAY, MAY 21

TT, ST, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

SPEEDWAY, Orange Co. Fairgnds, Costa Mesa, Ca. 8:15 p.m. $2.50 adults, $1.50 (12-16), 50 cents (7-11). 213/793-3927.

SPORTS SCRAMBLES, American Canyon, Vallejo (Ca.) Speedway. 8 p.m. $2 ride/watch. Class "C" 707/644-0741.

PRO TT, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 8 p.m. 503/659-1022.

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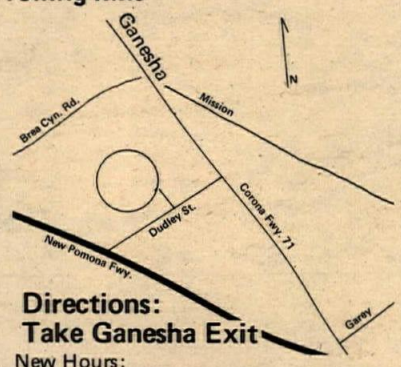


Directions: Take Ganesha Exit

New Hours: Open every day 8:00-5:30

Admission: $1.50 per motorcycle & Mini Cycle

$1.00 Per Mini Bike

.50 Per person +10% tax

for info.: write 610 Cherry St., Brea, Ca. 92621

Clubs & Promoters note: MX track available, contact: Paul Marshall (714) 529-3578.

SATURDAY, MAY 22

MINIS, SCMBA, Trojan Speedway, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. 213/862-0229.

TT, Elsinore Race Track, Elsinore, Calif. 7:30 p.m. Off Hwy 71.

SPORT ST, Valley, Cycleland Spdwy, 14 mi. S. of Chico, Ca. 8:30 p.m. $2 ride/watch. 3 No. plates. 916/342-9302.

ST, m/x & cars, Almeda Speedway, 5 mi. south of Astrodome, Houston, Tex. 7:30 p.m. $2.50 gate. 713/529-3105.

TT SCRAM, Sonoma-Marin Co. (Ca.) Fairgnds. 6:30 p.m. $2 ride/watch. Silencers; "C"; no knobs. 707/763-3944, 763-2911.

SCRAMBLES, Hayward, Hayward (Ca.) Speedway. 7 p.m. $2 ride/watch. Class "C", no knobs. D-36 rules.

TT SCRAMBLES, Sonoma-Marin Frgrnds. Washington & Payran Sts. "C" trac. $2 ride/watch. SILENCER REQUIRED. 1440 Lauren Dr., Petaluma. (707) 763-3944.

MX, CRA. Corona Raceway, Riverside Fwy to Pierce off-ramp. Sileners. $5 post, $1.50 watch. 7900 Landier Lane, Corona. (714) 735-1705.

SAT. & SUN., MAY 22-23

MX, E. Knievel & Oly Beer. Snake R. Cyn., Twin Falls, Ida. Sat. Ams. Sun., Pros, 13 cars for Evel. Post entry only.

(Continued on page 24)

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st SUN. OF EVERY MONTH

50 lap TT – Trojan Speedway alternating between 250 & 100/125cc programs. For info. call (213) 923-9132 or 862-0229. 40% of gate to Seniors and trophies to Juniors. Gates open 3 p.m., first race 4:30. L.B. Fwy. at Firestone exit.

EVERY WEDNESDAY

A.C.A. SHORT TRACK & TT at El Toro Speedway (formerly Orange County Speedway) 23001 Valencia, El Toro, Calif., El Toro off-ramp San Diego Freeway. Pre-Entry $5.00. Post-Entry $10.00. Pits open 6:00 p.m., practice 7:00. First race 8:00 p.m. ACA license required. Pit men $2.00 membership. Guaranteed Purse Sr. Classes. Admission $2.50, Jr. (12-16) $1.50. Info: (714) 744-3222

EVERY FRIDAY:

AMA Professional Short Track races. Capitol Speedway, West Sacramento, Calif. Quarter Mile dirt track. Ph. 916-371-7492. Warmups 6:30, races 8 p.m.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday – Motocross – all classes 8 a.m. practice – 10 a.m. start – $2.00 gate entry – $2.00 race entry with membership, $2.50 without membership. Info – (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

EVERY THURSDAY CMC NIGHT MOTOCROSS AT ASCOT PARK

$5 post entry – 3 number plates. CMC license required. Pit gates 4:30 PM. First race – 7:30 PM. $400 purse, Experts – trophies, Juniors and Intermediates. General admission $2.95, Junior admission $1.50, Kids admission $.50. Under 8 Free.

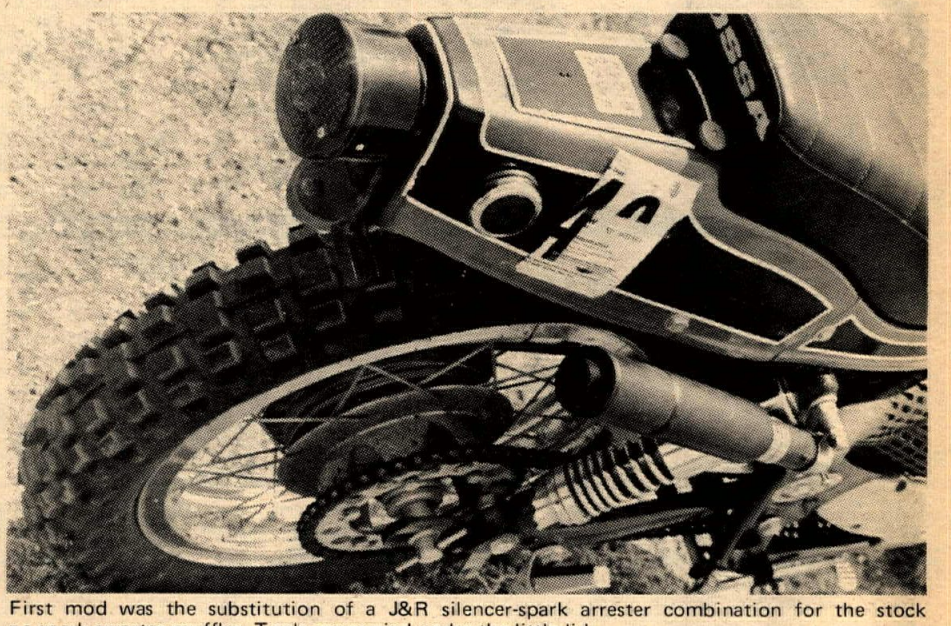
2nd & 4th SUN. EVERY MO.

MX races at 395 on Hiwy 395 in Adelanto, Cal. Overnite camping free, bring own wood. signup 8:30-10. $2.50 entry – $1.50 gate – H.R.A. card req. ($3.00). P. O. F.A., Westminster, Cal. 92683 – Concessions –

CYCLE NEWS CONSUMER TEST

1971 OSSA PIONEER

NOTE: Unlike the road tests that you may read in the conventional publications, which are performed in a day's or week's riding time and often are conducted on special bikes set up by the manufacturer for test purposes, this and the series of Cycle News Consumer Tests to follow are owner's reports on popular new motorcycles purchased from a retail dealer's showroom, just like the machine you will eventually buy.



First mod was the substitution of a J&R silencer-spark arrester combination for the stock no-spark arrester muffler. Tools are carried under the little lid.

By Charles Clayton

The concept of a mediumweight, all-purpose trail bike that is practical both on and off the road has been around motorcycling since before Harley med Davidson. But only in the last three or four years have such machines begun to appear on the market. Prior to the Bultaco Matador and the Montesa Scorpion, you had your choice of buying a road bike and putting knobby tires on it, or else purchasing a racer with lights and a horn tacked on. Neither combination could quite handle both jobs well. Trust the Spaniards to design bikes that wear their road gear easily in the dirt and yet go and handle great on the blacktop as well.

Ossa came a little later on the scene with an "enduro bike," as such a machine is called. Their little 230cc Pioneer of a couple of years back had the specifications that appealed to such enduro freaks as Bob Hicks. He campaigned one all season long in New England, then shipped it to Spain for the 1970 Six Days Trial, came through it without a hitch and won a medal. Bob told me that Pioneers ran a little lean in the midrange and the ignition switch was in an awkward place and the speedometer was abominable, but otherwise it was a great machine.

When I saw that those three flaws had been amended on the '71's and the engine is now a full 244ccs and a fifth gear had been added, I decided I had to have one.

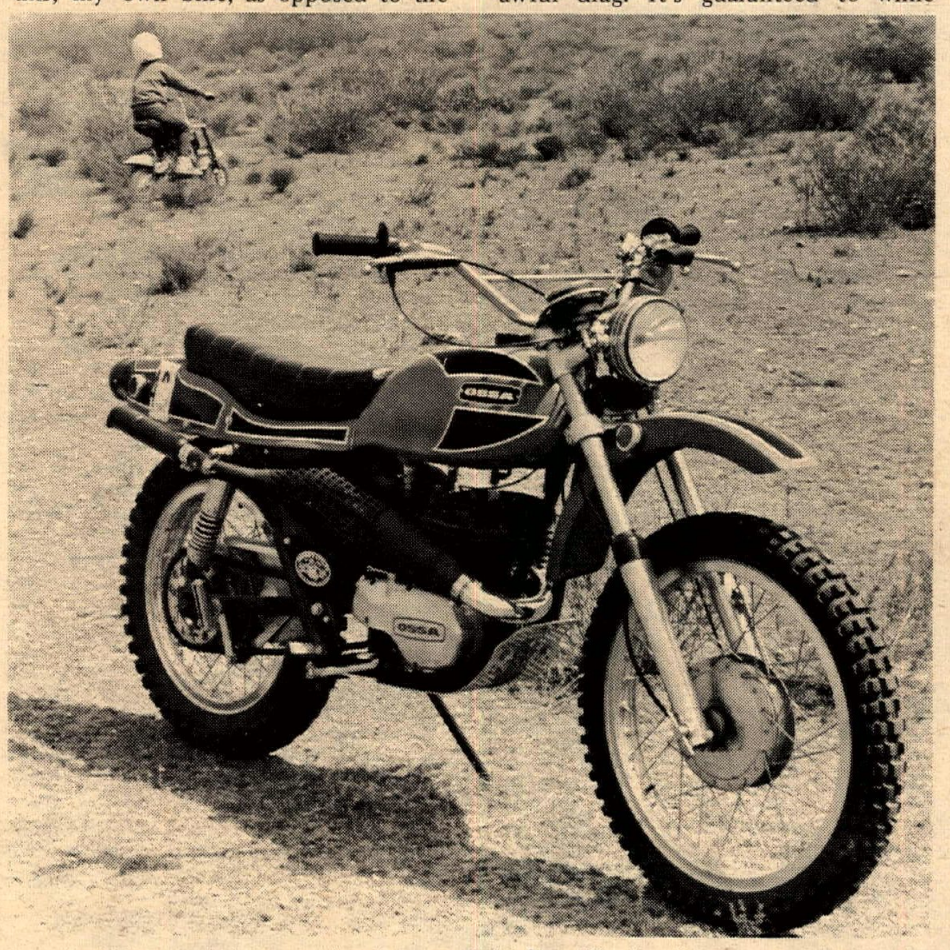
Hurrying down to Hockie's Motorcycles in Torrance, Cal., as soon as the first shipment arrived, I picked out number 301274 and bade Willie Hockie set it up. The price, I was somewhat shocked to learn, came to $1,018.25 plus tax and license. I added a compression release (the head is already drilled and tapped for one) and replaced the skinny, grey Spanish handlegrips with fat, American black ones along with leather discs.

Willie cautioned me to keep the speed under 50 mph for the first couple of hundred miles and explained the workings of the new IRZ 29mm carburetor with its extra jet for midrange tuning. The Pioneer's frame and engine are essentially the same as the potent Stiletto motocross racer. The enduro bike's wheelbase is one inch shorter, however, at 54½".

Riding the Pioneer under the break-in speed limit is not easy. The engine wants to go, and it will run up to 90 mph in top gear, if you let it. I putted around my favorite dirt pile until the police ran me off and then I rode it around on the street until 200 miles showed on the odometer. At that point I returned to the scene of my crime confident that I could lose my pursuer.

The bike feels top-heavy until you get used to it. Steering is rather slow, so you're forced to ride it with a lot of body English through the tighter turns, using the throttle to assist by breaking the rear tire loose. This isn't always possible at higher trail speeds however, so you have to choose your path rather far ahead in order to miss trees, rocks and other bad things. Fork rake is 29 degrees. It is a small concession for such a stable machine. It plows through sand like a train. My Pioneer's center of gravity must extend a foot in every direction, for it always lands on both tires unless you exert a vigorous tug on the bars and shift your fanny somewhat aft of the taillight. It never tries to loop on uphill runs, which is a blessing.

First gear is a stump-puller intended for only the most drastic situations, like the hillclimb speed test in the 6-days Trial. Fifth gear is fine for the Ontario Raceway or making up time fast in an enduro. Second, 3rd and 4th gears are ideally spaced for the engine's wide power band. The gearbox was stiff when new, resulting in some embarrassing neutrals while shifting down to 2nd or up into 3rd. But this tendency is diminishing with use. I found myself getting a little bit over-exhuberant with this, my own bike, as opposed to the caution I usually exercise with machines that have to be given back. Soon I was forced to step undaintily over the handlebars as the Pioneer pioneered a new trail down a hillside. All that was damaged were the handlebars, bent several inches cockeyed by the crash. The sturdy Betor forks and crash-resistant plastic absorbed the impact without harm.



Note the high ground clearance, clean bottom of the Ossa. Nice for sliding over rocks and such.

The lights are battery-assisted and are equal to the machine's performance capabilities. Occasionally off the road there comes a time when you have to pick up your bike and carry it for a distance. With the Ossa Pioneer this is not too difficult. Its 235 lb. weight is evenly distributed, so getting the wheels in a new rut doesn't even make one grunt. There's a handy grab-handle on the left side.

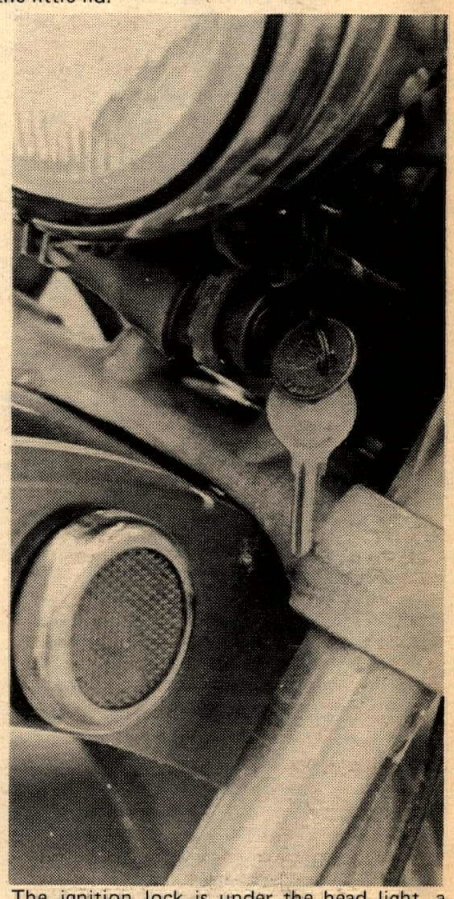
At 200 miles I changed from the break-in fuel mixture of 20:1 to Full-Bore oil mixed 40:1 with premium gasoline and have experienced no seizure problems. Yes, Virginia, you have to mix oil with the gasoline. The engine runs clean on either mixture and the Motoplat 6-volt ignition system hasn't missed a beat in 400 miles. It's also completely waterproof. For a thousand dollars, you have a right to expect little things to be taken care of by the factory and the Senors at Ossa haven't let you down. The hand controls have dust excluders, there are rim locks in the wheels, passenger pegs, a chain guide, enduro speedometer and, carried in the camper section of the rear fender, a generous tool kit.

But a common maintenance chore like removing the rear wheel can be an awful drag. It's guaranteed to while away the hours.

Some people say they don't like the location of the Ossa's kickstarter. It is on the left side, along with the shifter. I would probably denounce it also, if my Pioneer weren't such an easy, reliable starter. Even with 12.3 to one compression the motor spins with just a step on the starter and the one-down, four-up shift pattern is to my liking.

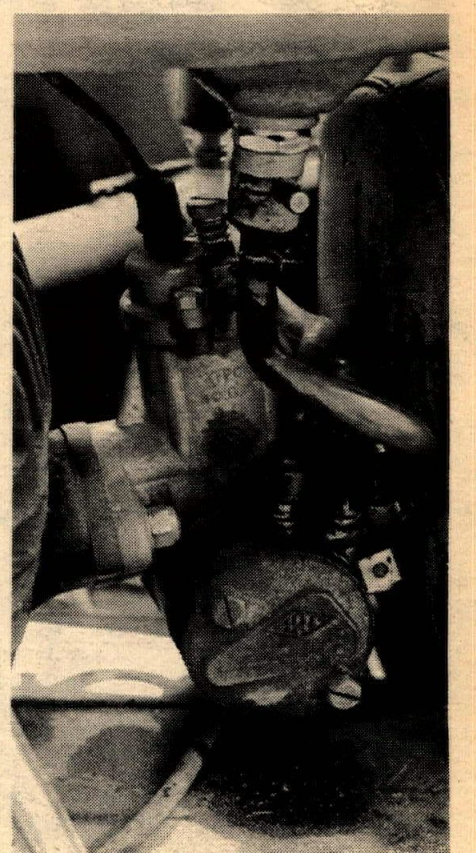
Suspension characteristics are just about perfect for most speeds and terrain. The 6½" travel forks and 3½" shocks give a deceptively smooth, luxurious ride, while underneath the wheels are bouncing like crazy. Everyone remarks how comfortable the Pioneer rides, yet it hasn't met a jolt yet that it isn't equal to. Hockie says some customers have succeeded in bottoming their Pioneer's forks. He merely inserts a couple of valve springs and this seems to cure it. I'm running Full-Bore 80 wt. gear oil in my forks, by the way.

So far my Pioneer has been entirely trouble-free. I've tightened the spokes and chain once and switched the bulbous stock silencer for a J&R spark arrester, which tames the exhaust note down to 88 decibels, same as stock. Unfortunately the engine commotion adds another two db to the grand total, making it just tolerable at 90 dbA.



The ignition lock is under the head light, a better-than-average location.

In short, my experience with the Ossa Pioneer proves it's just one point shy of being the perfect 250cc street and trail combination. And I can even live with that rear wheel removal drill. Right now I can't think of a better way to invest a thousand dollars.



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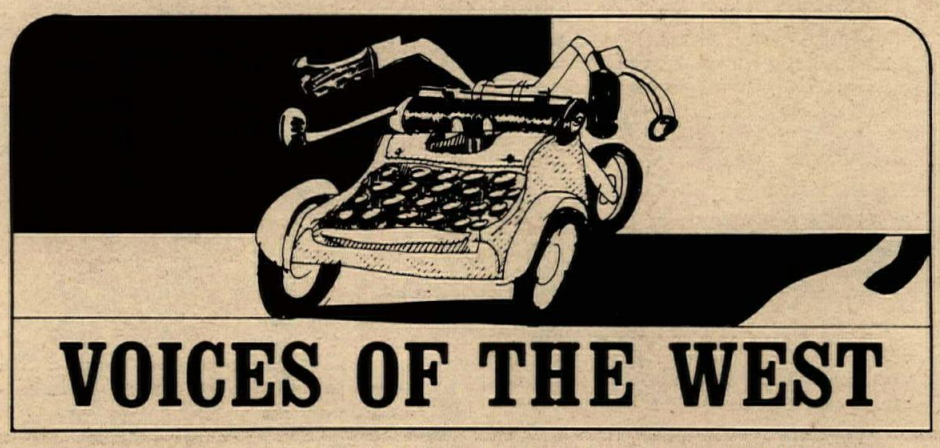


VOICES OF THE WEST

TURTLENAPPERS

It is true that we Desert Turtles have just recently come out of hibernation as more and more of us Turtles are showing up at the desert events all the time.

As far as I can tell, no one has taken any of us Desert Turtles home with them. The only ones that want us is our mothers. You also said that there are very few Desert Turtles in existence – CORRECTION – there are now more than 60 of us Desert Turtles in existence. We are not in any present danger of becoming extinct yet; but you don't have to leave us alone – if you can get us out of our shells we are really very nice.

We will not charge a fine if you are caught with a Desert Turtle in your possession. Instead, we will pay you for putting up with one of us Desert Turtles. However, there is truth in the fact that we make lousy pets – we are very hard to get house broken.

If you have ever taken one of us Desert Turtles home before you probably won't do it again. If you decide to take one of us home with you make sure you take a supply of Desert Daisies too. Desert Turtles love Desert Daisies!!!

JIM FRASER
Desert Turtles MC

CMC COMMENTS

To MX riders and MX organizations:

We, the CMC, have gone to a great deal of time and expense to set-up and maintain our motocross grading system. We feel this is the only fair way to the riders and to the sport of motocross.

We will not be involved with another motocross organizer's events to check Junior motocross licenses (such as Bay Mare on May 16th). In the future, we feel organizations should make the effort to classify their riders; they can do this by asking a rider for any license and place him in his right classification for that day's event; this will help upgrade the sport.

STU PETERS

CLASSY BRASS

If Glade Goodrich is unhappy with the small trophy he earned for finishing 16th place in our Dec. 13 European Scrambles, all we can do is suggest that he ride harder and faster to get up front where the big trophies and the most points are.

As for the clubs finances, I don't think it necessary to go into that problem.

DICK HALL, Secty.
Bushmasters M.C.

RIGHT LEGGED CHAP

We GOOFED!!! At the first Swap-O-Rama we sold a pair of vinyl chaps to a fellow. Well, it wasn't till we got home and started to unpack that we came upon another pair of chaps. We looked at them for a moment and then realized we had two left legs!!! Now this really blew our minds, to think that some guy is wearing two right legs or still trying to make them fit. Well in any case we'd like to set things straight. Listen Sport, if you'll go to the next Swap-O-Rama or contact us at Cycle King, 29 Palms Hwys., Yucca Valley, or give us a call at 714–365-2476, we will be more than happy to trade you legs!!!

DAVE HILL
Cycle King

OPTOMISTICLY DECLINE

I called you to see if you had anyone who received a check from the Optomist Club for their race on Mar. 14, 1971, you said I should write you a letter.

I called John Craig who had signed the check and he said he would take care of it. I heard nothing so I sent a registered letter but heard nothing. I called John Craig tonight, May 2, and he acted like he could not hear me so I had the operator contact him and he finally would talk to me. He informed me there was nothing I could do about the bad check because they are out of money.

Any information or advices you have will be greatly appreciated. If I have to go to small claims court I will take anyone else whose check bounced with me to Newhall to file.

RAY SLOPPY
Huntington Beach, Cal.
714–893-1653

GOINGS ON IN NEVADA

Recent state legislation was introduced to restrict off-road vehicle use in Nevada, all of it undesirable from an off-road vehicle standpoint. The off-road vehicle clubs and owners became very concerned about this legislation and decided to do something about it. We in Nevada are in the process of forming a statewide off-road vehicle association. The main purpose of Nevada Off Road Vehicle Association (NORVA) is to preserve the legitimate access of the off-road vehicle owner to the public lands of Nevada. We are glad to report that our goals were accomplished this legislative session. Through telegrams, personal contacts, and telephone calls we applied one of the most effective lobbying actions during the legislative session. We saved the off-road enthusiast from possibly being restricted or being kept off public lands in Nevada. This affected not only Nevadans but enthusiasts from other western states who make use of our public lands.

In order to continue to keep our legitimate access to our public lands, we need support, not only from our own state, but from the other states who also use our public lands. Communication must develop between our various clubs and statewide organizations; mutual help, support, and goals must be established as our fight is far from over. There will be more legislation introduced in the future that will limit our use of public land, on both the state and national level. We must join together to fight this type of legislation. If we don't, we may well lose our right to use our public lands. If you feel the way we do here in Nevada, please contact me at 1008 Grenbrae, Sparks, Nevada 89431, 702–358-9629 or Maurice Bidart, P.O. Box 547, Crystal Bay, Nevada 702–831-1392 so we can establish the contact to exchange information and ideas needed to keep our public lands open to off-road enthusiasts.

STEVE KAYLOR
Temporary Chairman NORVA

ADIOS

Thank you for the subscription expiration notice, and the many fine issues of your paper. I have enjoyed the articles and features very much over the past years. If it seems I am speaking in the past tense, you are correct. I am not renewing my subscription, here's why:

I consider myself a dirt rider who raced occasionally. I rode mainly for the fun of it, not really for trophies or money. I used to ride in Baldwin Hills in the "old days" and had a lot of fun – Baldwin Hills, as you know is in the heart of the city (L.A., Culver City). We used to get chased out every now and then, so when I got married and moved to Orange County I thought "this must be the place!" I have giant open fields all around my home in Mission Viejo.

It seemed time to sell or trade my tired (but faithful) Triumph 650. Then came the dawning – you really can't ride anywhere to speak of. Sure, you can go miles out into the desert or to a cycle park – but one requires hours of travel and the other required dollars. I remember when you could ride FREE! Well, I thought I'd try a cycle park to see if it was fun or not – what's a few bucks! I won't mention the name, but it was a joke! It reminded me of Baldwin Hills with ten times the riders that used to go there (And I used to think Baldwin Hills was lousy riding). I guess I could rap on and on, but what's the use! I think I'll set the 'ol Triumph up for the street and sell it – maybe buy a boat or something (Is the Pacific Ocean still open to boats?)

By the way, I have written my share of letters to "important" people, but I'll have to blame the closed areas on the DEALERS as much as the riders. All the dealers have been doing is grabbing bucks and selling UNBELIEVABLY NOISY two strokes – after a visit to that cycle park, I know I wouldn't want it near MY house! The park also had unpenteen dozen parking area racers – for my wife to ride would have been suicide!

JOHN CONNER (ex-subscriber)
Mission Viejo, Cal.

Thanks for the reminder that the ocean isn't closed. Our first annual San Pedro to Catalina mini-bike race is still in the works despite the fact it had to be postponed while we fight the closures on land. Anyway, maybe next year, you'll get to wave at us from the deck of your boat as we go speeding by on our amphibian two-wheelers, doing wheelies in the surf and DeCosters over the waves. Who know, you might even miss the sport you left so soon...Ed.

HALF-MILE HALF-COVERED

I was sure surprised to read the lousy coverage you gave on the San Jose half-mile April the 18th. First of all, when is the last time you saw 4,000 spectators at Ascot? Second, the people are still talking about one hell of a race they saw and that the entire program was out of sight. Third, give the promoter a break, will you? This promoter, Mr. Bob Barhimer, is liked by all the riders; lousy coverage doesn't help him one bit. Your writer stated it was only a $1200 purse. Does he take time to find out how much coverage the riders were paid because of the great crowd. Hell no! Fourth, Yamaha did a hell of a job and have been eating a lot of dirt. They have finally got things going and you should tell it like it was. When Mann was running with Odom, you should see the difference between machines. The Yamaha had the top end and Mann had the power in the turns. And the only reason Mann didn't pass Odom in the turns was the hair was just a little longer and I think if somebody would have asked Dick he would have said so and this is taking nothing away from him. As for saying Odom had 4 minutes, wrong again; he had 2 minutes and 22 seconds, as I had my stop watch on the starter.

And further more, how many people noticed Chuck Palmgren had his hand raised and his bike turned crossways as if he wasn't ready? This may have been just a team gesture but it showed me some class and I was for it 100 per-cent and so were 3,998 people excluding your writer and the first alternate.

I could go on, but have probably wasted to much of your time now, but remember we have riders, promoters, sponsors, and a lot of race fans up here that like to read your paper.

So tell it like it is, and show more pictures.

LES MORGAN
San Leandro, Calif.

In answer to your only question, July 17, 1970 when 10,000 showed up for the Yamaha Silver Cup races won by Keith Mashburn...Ed.

WHO'S TO BLAME?

In the April 18 listing in Calendar, your paper had Bay Mare listed as a motocross without mentioning it was an AMA point run. When we got there, they said you had goofed and that an AMA card and plates were need to race. For May 1-2, the Calendar stated 100 percent trophies. Bay Mare said prizes. I would like to know who is fouling up, you or Bay Mare.

Name withheld by request.

Attempting to keep track of 40-50 events each weekend is more work than most people realize; especially when changes occur so that the listings must be up-dated. In each case, Bay Mare notified us of the changes and inaccuracies but they were not processed before going to press. In this case, the error was ours. However, we would like to point out that the Calendar section is a free section. The information is printed as a service to the reader and we cannot be held responsible for false information sent to us. We attempt to put an information phone number with each listing; we also suggest you call that number to make sure the information listed is correct. A small charge to your phone bill will often save you a great deal of time and money...Ed.

MONEY-BACK GUARANTEE?

This is an open letter to Dave Brown, A.M.A.M.X. No. 323:

Dear Dave:

Enclosed please find our check in the amount of $1.67, 1/3 the amount of your contribution to A.M.X.T.

Sorry you feel that Barry Higgins is not a good representative. I met with Barry while in Daytona, and after watching him race, felt he was a good East Coast representative, probably the best. He told me, at that time, of the interview and that he had said some things about AMXT. After talking with me and joining in the AMXT meeting in Daytona, he stated there was no way of retracting these statements, since they were well on their way to being printed. He certainly had a different viewpoint after the AMXT meeting, and he will do his best to represent American properly.

KIM KIMBALL

REPLY TO KIMBALL

Dear Kim;

Thank you for your expedient reply to my request for the 1/3 refund on my A.M.X.T. contribution.

Thank you also for expressing your viewpoint and thoughts involved in your choice of Mr. Higgins as an A.M.X.T. representative.

Realizing that it more the ideals involved than the money, please find enclosed, the return of your check for $1.67. I would appreciate your re-instating me as a full supporter of A.M.X.T. and then all that remains is for Mr. Higgins to prove himself worthy of A.M.X.T. support. Hopefully, you will be right and I will be wrong.

DAVE BROWN

MIC RESOLVES NOISE PROBLEM

WHEREAS, the Motorcycle Industry Council, representing over 90% of the motorcycle industry recognizes that sounds emitted from some off-road motorcycles disturb the peace and quiet of other citizens, and

WHEREAS, most vehicle regulations do not deal effectively with the sound level requirements for motorcycles not manufactured for use on public roads, and

WHEREAS, the Motorcycle Industry Council wishes to self-regulate noise levels for off-road motorcycles to the extent of its abilities while still promoting the healthy recreation of off-road riding in harmony with noncyclists,

NOW THEREFORE BE IT RESOLVED, that it is the position of the Council that all motorcycles (except professional racing motorcycles other than for Moto-Cross) produced after December 31, 1971 for sale to the public be equipped with a muffling device which does not produce over 92 Db(a) at 50 feet under the recommended Council testing procedures attached. The Motorcycle Industry Council will further actively urge accessory suppliers and dealers not to sell exhaust equipment which does not comply, and together with the motorcycle enthusiast press, promote the use of silencers or quieter systems on noncomplying motorcycles now in use.

DATED this 14th day of April, 1971

MOTORCYCLE INDUSTRY COUNCIL
1001 Connecticut Avenue
Washington, D.C. 20036

KNIEVEL MOTOCROSS TAKES SHAPE

WORTHINGTON, OHIO, May 5, 1971 — Details for the upcoming First Annual Snake River Canyon Motocross Championships, sponsored by famed jumper Evel Knievel, were released today by Bill Boyce of the AMA.

Since the motocross, set for May 22-23, is a non-National event, Boyce reports that it will be run as such. No entry fees are required, but all participants must have an AMA license.

The Juniors signing up on Saturday are required to have a competition license. These licenses can be obtained by mailing $7 to the AMA. The Expert riders, competing Sunday for a guaranteed $10,000 purse, must have an AMA Professional license. Also, these Experts will be required to pay the usual $4 insurance fee before racing.

The event will have only two classes, 250cc and Open. As of this time, the AMA has not decided whether to run three 20-minute motos in each class or two 30-minute motos.

Boyce also stresses the fact that this event has no closed entry. That is, if you fulfill the requirements (licenses, etc.) you will ride.

"WRITTEN PERMISSION" LAW UNCONSTITUTIONAL?

On February 28, 1971, a motorcycle rider whom we shall call "John Doe" was arrested for riding his motorcycle on private property without written permission. The citation alleged a violation of Fullerton, Cal. Municipal Code Section 7.100.010.

The defendant appeared on the citation as required, through the law firm of Lawton, Christensen, Fazio & McDonnell and entered a demurrer on the grounds that the ordinance was unconstitutional.

On April 21 a hearing on the demurrer was held before the Honorable James O. Perez in the North Orange County Municipal Court and, based on pleadings and briefs filed by both the City and counsel for the defendant, Judge Perez sustained the demurrer and, in effect, found that the Fullerton Municipal Code section in question was unconstitutional due to the fact that the state of California has pre-empted the field of trespass through its section 602 of the Penal Code, which regulates the kind of conduct considered trespassory. The citation was dismissed.

Now the city of Fullerton has the option of: 1. Appealing the decision to the Superior Court. 2. Passing a new ordinance in hopes of coming up with something constitutionally valid. 3. Letting it ride and hoping that other people do not contest their tickets, as if often the case; that is, most people cited under the section have gone in and paid the ticket without contesting it.

Under the present state of the law, at least in North Orange County, it would seem that any defendant could demur to the citation and ask that it be dismissed even without an attorney, and the judge would probably grant the motion and dismiss the ticket until some further action is taken by the city of Fullerton.

Robert breaks GP win record

Joel Robert, who looks suspiciously like the best motocrosser in history, now holds the world's record at 38 Grand Prix wins after his recent victory in the 250cc Swiss G.P.

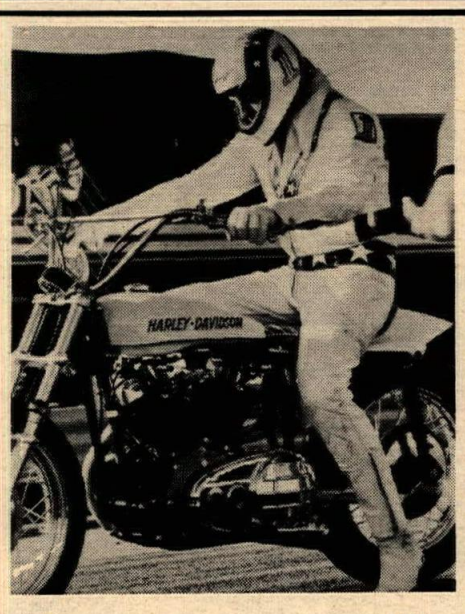
The 27-year-old Belgian had now won all four championship races this year and has one-bettered the previous GP record of 37, held by Sweden's Torsten Hallman. "I am delighted to have passed Torsten's record of victories," said Robert. "Now my greatest ambition is to win the world championship for the fifth time, and better the record of four world titles which Torsten and I hold."

Robert also expressed his attitude about the younger riders: "My tactics this season are to get away first in every race and build up big leads. But if riders like Torlief Hansen and Heikki Mikkola want to play games, I will let them. I will catch them."

Joel Robert recently became the first motocross rider to ever win 38 Grand Prix races in World Championship competition.

EVEL TO MAD. GARDEN IN JULY

Concurrently with the opening of his new motion picture in July, famed stunt daredevil Evel Knievel will appear in a 5-day show at New York's Madison Square Garden.



Olympia Brewing Company Announces the First Annual Snake River Motocross, May 22 and 23

(Twin Falls, Idaho, site of Evel Knievel's proposed Snake River Canyon jump)

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CYCLE NEWS TEST:

Is The Penton 125 Enduro Made

By Ron Schneiders
Photos by Ron Schneiders
and Ben Egbert

Testing the Penton Enduro 125 motorcycle is a little like testing a Spitfire airplane six months after the Battle of Britain. The Penton has won Gold Medals in the Six Day Trials and the Berkshire Trials and has won class and overall honors in many, many championship enduros. Obviously the bike is capable of winning and doing it rather consistently. Our report then is not of the "is it a good bike or a poor one?" sort but rather "is this a bike that you will like and be comfortable with?"

For those who don't know, the Penton is actually an assemblage of a number of proprietary parts brought to order under the hand of Ohio's John Penton. The engine is a modified Sachs, the forks are Ceriani, the wheels are made in Spain, the frame in Austria. Even the U.S. gets into the picture with a Filtron air cleaner element. A neophyte might be tempted to think that with all these top flight components, no one could build a bad bike. There are many examples around to prove him wrong, but the Penton isn't one of them.

Looking at the basic specifications, one could not tell the difference between the Penton and any single-purpose, high quality 125 motocross machine. Tire sizes are 3.00 X 21 and 3.50 by 18. The wheels are steel-rimmed and very heavily spoked. The hub is small in diameter and full width. Suspension is by Ceriani both in front and in the rear. The carburetor is slightly larger than standard (for the Sachs) 28mm Bing centerfloat. The ignition is standard – best there is – Bosch.

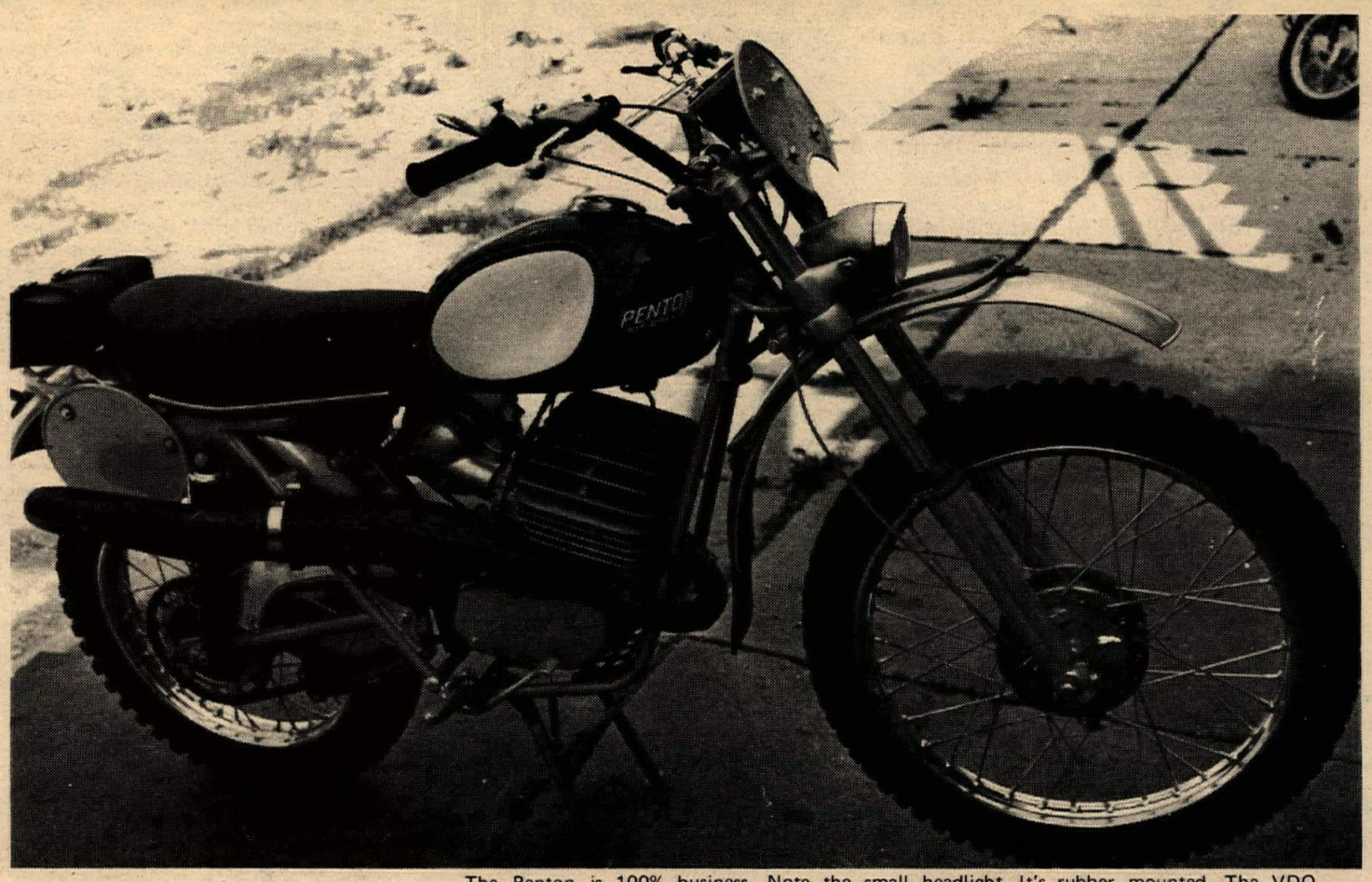
At the Penton works in Lorain, Ohio the motorcycles are disassembled and the engines are modified to produce awesome power. The modification consists of some porting and raising the compression ratio. There is a rumor to the effect that the transmission of the Sachs is modified, but Ted Penton denies this. They do however make sure the transmission is assembled and adjusted correctly, which is all that's necessary.

One of the statements that I heard repeated a number of times is, "A Penton is great for those Eastern enduros, but it doesn't handle in the desert." To check this out I took the Penton to the Ponderosa race course. The Ponderosa has the granddaddies of all the big whoop-de-doos in the Mojave. Moreover it has some steep uphill sand washes and some treacherous rocky slopes. All the worst stuff you would find in a desert event packed into a five-mile-square area. I took a couple of laps around the course, climbed the mountain that is in the center of course, blasted up the sandwashes and over the rocks.

At the end of my tour I was convinced of two things. If I owned a Penton, whoop-de-doos would not be the type of terrain I would search out; The Penton isn't a desert sled. But on the other hand, should I encounter whoop-de-doos in a desert race or enduro, I wouldn't be really bothered either. The Penton doesn't have that kind of steering stability that comes from exaggerated rake and trail; its quick and it requires a firm hand on the bars to keep it going in a straight line over whoop-de-doos, but there was no tendency in the bike's handling to go "lock to lock" or the toss the rider "over the high side". These tendencies, often associated with quick steering bikes, are mercifully absent in the Penton.

Apart from the whoop-de-doos, the Penton seemed everything you could want in an enduro or cross-country racing bike. Bouncing over rocks, ditches, wailing down sandwashes and fireroads the bike performed flawlessly.

Next I took it to Saddleback Park. Saddleback has hard trails, physically hard, packed clay trails. It's an entirely different sort of riding from the Ponderosa. On the Ponderosa your tires sink in; at Saddleback they skate over the hard, sandy surface. I spent a pleasant hour racing over the trails trying my hand at some observed trials sections. I found that I could get through the trials sections, but not with dignity; the engine was a bit too peaky for that sort of precision.



The Penton is 100% business. Note the small headlight. It's rubber mounted. The VDO speedometer is tucked in behind the number plate. The seat is long and nicely shaped, but a bit on the hard side. The visible part of the air cleaner is completely sealed. Air intake is under the seat.

Hill climbing was actually the toughest test for me and the Penton. I am used to a machine that has moderate power over a very broad range. The Penton's range is narrower and the power in that range comes on absolutely fierce. Really steep hills could not be negotiated in the "luggin" section of the power band: The thing has to be "on the pipe," but I found it difficult to hold on when the Penton engine was screaming. For anyone with the guts to ride it, I think that little bike will go up most any hill that a 500 single could get up. But if it's rutty or rocky, be prepared to sweat a bit. The Penton is a bike that you ride up on the pegs most of the time anyway, but particularly when you're going up steep hills. The idea is to perch yourself right over the front wheel and watch the ground go by at a dizzy rate. One possible solution to the hill climbing problem for less talented riders would be substitution of a trials type tire the standard knobby. The trials tire would allow more tire spin which in turn would allow the rider to keep the revs up and the speed down.

It would be an injustice not to test the Penton on the type of terrain for which it was primarily designed, the wet muddy woods. For this part of the test I rode the Penton in a Northern California enduro. On this run the trails were muddy, the uphills were muddy and the downhills were muddy. The Penton was completely at home. I could slide through turns where other riders had both feet down for stability. I could ride fast on trails that were much too slippery to walk. Hills, with a little muddy grease to break the traction, were no problem. In five hours and over 100 miles of tough, analytical riding I was unable to find the slightest thing to criticize in the Penton's handling. It was a joy to ride.

Flying on Penton airways, altitude, 6 feet, landing smooth. Excellent Ceriani suspension soaks up jolts.

The Penton encourages you to stretch your limits. Go into the turn at what you think is the limit and halfway through you realize that the Penton isn't even working yet. Same goes for downhill. Unless you're used to one of the really good motocross bikes you can't imagine how fast the Penton will negotiate a hairy, rutted, downhill trail.

What I'm saying. of course, is what the records already say: The Penton is a racing bike and if you ride it like a racing bike you'll get over almost anything very quickly. The other side of the coin is that the Penton is not much of a go-for-a-Sunday-afternoon-trail-ride-and-look-at-the-scenery bike.

During all the time I had the Penton, starting was never more than an easy one or two kicks. Even when I dropped the bike and it lay on its side for a minute or two, it showed no sign of wanting to load up. This is one of the first requirements for an enduro bike and the Penton is strictly first rate.

Any bike that claims to be an enduro bike must be waterproof. The Penton is. We crossed streams continuously that varied from a few inches deep to gas-tank deep and the bike never missed a beat. The air cleaner unit is mounted in a sealed box to which the air is snorkled through apertures in the frame, up under the seat. The Bosch ignition, as it comes on the Sach's engine is completely waterproof so that is no problem either. No bike you can buy is as thoroughly waterproof to start with as the Penton.

The Penton comes with lights (of a sort) and a muffler. It seems to me that this is one area where Penton miscalculated slightly. The only reason for having lights on an enduro bike is so that it can be licensed for use on the street when it is necessary to get from section to section. The Penton, however, carries an Off-Road-Use-Only sticker so it would be very hard to license it, at least in California. The muffler, while an admirable idea, falls a bit short. It should incorporate a government approved spark arrester. This however is not quite as serious a

For You?

problem as the licensing because a combination spark-arrester-silencer can be purchased from J & R and fit to the machine with little modification.

When I buy an enduro bike I look at a lot of little things. The speedometer, can it be set backwards and forwards by tenths? Yep. It's a genuine VDO, the best there is for enduro work. The footpegs, will they have to be reworked? Nope, they're very sturdy, non-slip folding pegs and positioned just right. Is the gas tank big enough? 2.2 gallons, enough for 80 miles with a cup left over. Better than most. Does it have a skidplate? Yep, but it's not a very good one. I'd bolt an aluminum plate to it to better protect the side cases. How about the hand controls? Clutch and brake levers are Magura. Very good. The choke has been left in place, very good. No kill button, not good at all.

Some steel number plates are supplied with the machine which is nice, but the edges are very sharp. I'd either replace them with plastic ones or shield the edges somehow. The exhaust unit works extremely well, but it gets in the way of your leg. You can't get your right foot all the way on the peg. I'd change this, but lots of guys don't. There are no security bolts in the tires on the theory that you can change a tire that doesn't have security bolts while on the trail. It can be argued either way, but I like security bolts so I rate that a minus feature. If a bike has security bolts you can ride it many miles on a flat. If it doesn't the tires will pop off the rim or shred. One very nice touch is a hinged gas tank top that you can open while you're riding, without taking your gloves off. You won't drop it and you can get it closed again.

Blasting up out of a drainage ditch with near-vertical walls. Penton had plenty of power and was sure-footed as a cat.

The Penton corners beautifully.

There you have it, the Penton Eunduro, desinged and built by champions. Altogether, an excellent machine with a few real faults, a few things I personally didn't like. I can't sum it up any better than this: I ride enduros almost every weekend and the Penton is one of only three, or possibly four machines that I personally would own out of possibly 75 so-called enduro bikes.

Here's something else to consider: I received the Penton and immediately started putting rough miles on it. Before I had finished I had ridden a very rough, very wet enduro. Nothing failed! And there was no out of the ordinary preparation at all. Of all the motorcycles that I've owned and all that I've road tested, none could come close to this, and that includes the road bikes! All have had some failure or other before the test was over and most had to be taken back to the shop for work before the test could be completed.

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250 Expert	MARTY TRIPES, JIM O'NEAL	Rickman 250
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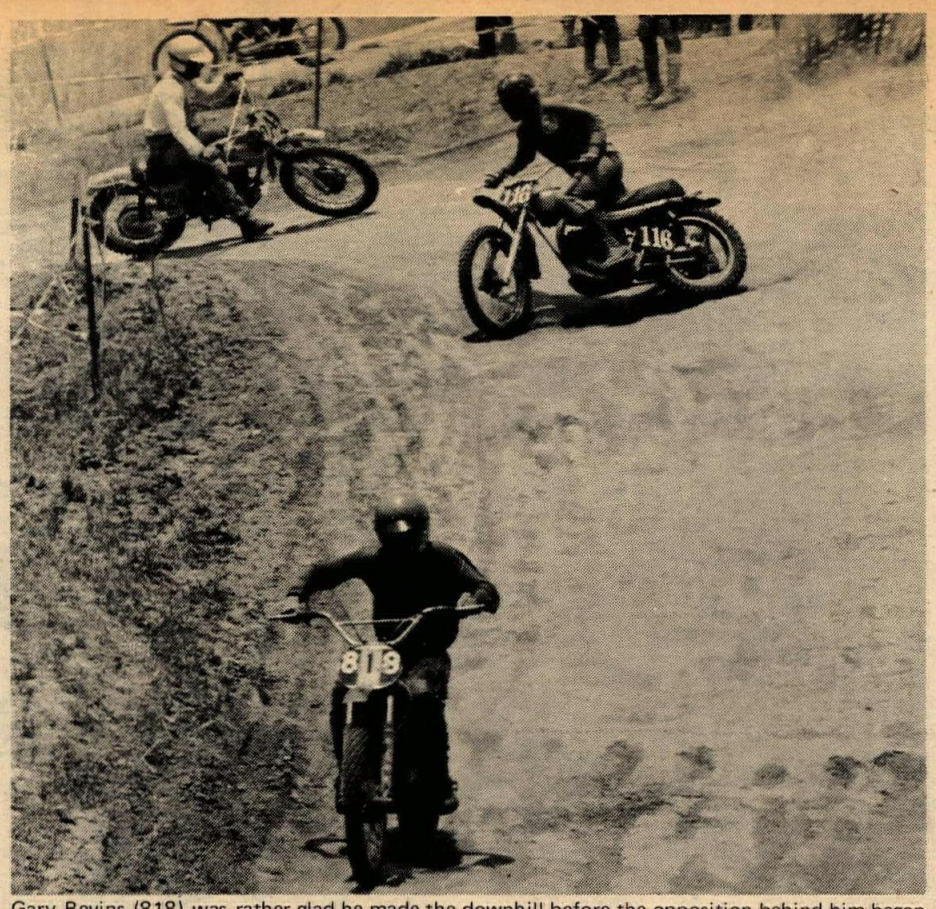
Tight Races Comprise MX Point Run

By John Bethea

SOMIS, CAL., May 9, 1971 — The general rule is that the longer the race, the more spread out it becomes and the less exciting it is. Today at Bay Mare Park, the Sidehack Association staged a District 37 point run and the motos were set at 25-minutes each (two motos). It could very easily have been a dull day — but it wasn't.

From the first race until the finale about 6:15 p.m., not a single moto was a run-away for any rider; the usual distance between first and second at the end of 25 minutes and about a dozen laps was about 50-100 yards.

Mini-hack team of Tony Masella (pilot) and David Krohn (pass.) really put on a show; they finished third.



Gary Bevins (818) was rather glad he made the downhill before the opposition behind him began to do some spectaculars. Bevins took third overall in the 125 Jr/Ex.

Some great races, from Novices to Experts, kept the fans enthused all day, and it started with the first race. In this, the 125 Nov. Div. I, John Steeber, Jr., put his Yamaha into the lead and kept it there. Back in 13th on the first lap, Larry Robertson was beginning to move up on his DKW. When the checkered appeared, Robertson was second with teammate Bill Hayes third.

If this wasn't enough, Div. II was another thriller as Danny Wade (DKW), fourth at one point on lap one, was sandwiched in a dicing spell for second with Joe Root and Henry Fuller as far as 15 minutes into the race with Jeff Dodd leading. Five minutes later, Wade had broken the spell and was breathing the dust from Dodd's Yamaha before passing him, getting passed himself, and re-passing to take the win two laps before the checkered.

These two races had set the trend and each race followed suit. In Div. III, Mark Thomas took over the lead in lap 6 and was being pressured by Rick Reinig up until Reinig dumped it on the downhill and recovered quickly but with lost ground which he couldn't make up in the final three laps.

Tom Zantner flashed his Hodaka to a wire to wire win in the 125 Jr/Ex. first moto with Gary Bevins trailing within striking distance all the way. In the rematch, Zantner appeared to be on his way to another win when Ted Novak (Yam), who had been on his heels all the way, caught and passed him on the next to last lap and held on for a late win. Zantner, however, took the overall win with Novak second.

In the one race which could be considered a near-runaway, Craig Humber (CZ) turned 2 minute laps and held off Randy Berkeley's Maico the duration of the race to win by some 10 seconds in the first moto of the 250 Nov. Div. I. It was again Humber and Berkeley one-two in the next, but this time the distance at the end was only about 50 yards.

Dean York combined a second and third to take overall first in the 250 Jr/Ex. class as first moto winner Dave Pessy experienced a fall in the seond, but wasn't hurt badly. Mike Chamberlain (Mai) won the second but had to settle for second overall based upon his low first moto finish.

Joe Veillon picked up the lead on the third lap of the first Open Jr/Ex. race and held on to win over Terry Bilton (Mai). The pair had to settle for second and third overall, however, as another Maico mount, Bob Archer, took the second go and picked up the overall win.

If this is any indication as to what is in store for the riders and spectators at the next Sidehack Motocross point run here on May 23, then come prepared for some fast and very close races. Next week, tune in on the Junior-Am here at Bay Mare.

(Results on page 26)

8.00 pm

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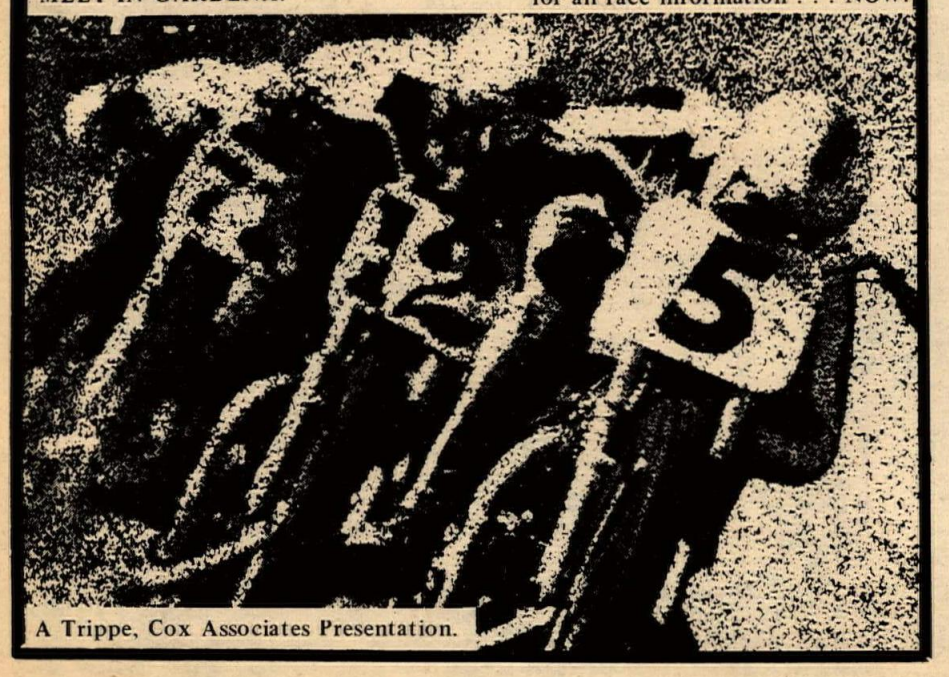

A Trippe, Cox Associates Presentation.

Juniors Wail at Oak Creek

By Ken Beach

MOJAVE, CAL., May 8, 1971 — The rider turnout on all Junior Day was light so the 100cc and 125cc (Never raced, 5 races or less, and Jr.) were combined but scored separately.

To show where it really at a Mini Enduro class was included. This battle was the nail biter of the day. Running five laps on the full one-mile circuit, eight year old Ronny West won the first leg. Kelly White, Ron's most formidable challenger, led the Yamaha brigade in the second leg. After young West took a header, the last moto fell to White for the overall victory.

When the young 'crossers signed up one of them wrote on his entry that he was 2 years old, but this was their first race and they actually made the course look easy.

David Zahrt got a good grip on his Bul's horns and let it charge all the way to the checkered cape, and was honored the overall 100cc Jr. The five races or less 100cc produced another snortin' Bul with David Carter taking the win.

The 125 Jr. round exploded into action with a mystery girl, or so we though, taking the first flag. Nipping at this rider's heels was Tom Garrett whose Yam never let up once. The rider with the pigtails down to the leather pants was really Ken Zahrt. Relentlessly pursued by Garrett, Zahrt won the second leg on his Bul. The third turned the tables, as Zahrt had problems and this was all Garrett needed to take the final leg and the overall win. Incognito Zahrt still garnished a second.

Ron Palmer (Yam) entered the 250 (5 or less) class and whipped the pants off the rest of the field. The moto was a combined (Never raced, 5 or less, Jr.) class and Palmer gave Maico pilot Tom Madlem fits out there. Madlem took the Jr. class win, but he didn't realize that Palmer was riding a different class. Never-racer George Gusman (Yam) hung right in there for a first.

In the combined Open class, Layman Gattis from Boron, Calif., vaulted his Husky out front on every moto. Fat Al put his CZ through all sorts of contorsions, but just couldn't find the steam to pass Gattis. Al had lots of moral support with the Ridgecrest, Calif. gang all rooting for him. If Al can boost his horsepower until he is on an equal horsepower to weight ratio with the rest of the dudes, watch out, he'll lay it on yah! Bringing in the gold for the 5 or less class was Daniel Pope who grabbed all three motos aboard his Bultaco. Sam Moreau riding in the Never class wrestled his 400 Maico around for a win in each moto. A coupld of racer-spectators commented that if lightweight Moreau would cut the front and rear spring pressure in half this kid would be a real threat in the Jr. class.

(Results on page 26)

Desoto and Baron--Again

Photos by Gary Schmythe

GARDENA, CAL., May 6, 1971 — In a repeat of last week's program, the irrepressible John DeSoto took home two more wins for Maico and Bruce Baron continued his domination of the 125 Experts.

Mike Cram is starting to show the form that won him last year's low plate as he finished second behind DeSoto in the 500 Experts and third in the 250 Expert go. Jim Fishback, fresh back from Europe, has already begun to stir new waves by taking third 500 Expert on CZ.

Jeff Wright used to have Ascot 125 Experts bagged just by showing up until Baron began the round. Both on Zundapp-powered Rickmans, the battle ended with Baron coming out the winner — this time.

The hot Tim Lunde found himself in some more mud and goo, just like last Sunday's AMXT northern deluge, and emerged victorious in the 125 Intermediates. Lloyd Quintard dominated one division of the 125 Juniors, making a comeback from a nasty crash earlier in the year.

Rickman-mounted Dan La Porte won the 100 Jrs., but not without receiving a surprise visit from another Micro-Metisse. R. Kling made his way all the way up from the back and was still going strong when the checkered came out. Incidentally, Kling is only 10 years old.

(Results on page 26)

J. Volkman was the third 100 Junior.

As the jersey suggests, this is Bill Hosford. He powered his big Maico to number three spot in the 500 Juniors.

By Richard Steck

IRVINE, CAL., May 9, 1971 — Sagebrushers MC put on another fine MX, consisting of three 20-minute motos for all classes, leaving riders tired, sunburned and happy.

The combined 500 class put on the wildest show, with Chuck Minert (BSA), Mark Nohr (Maico) and Ron Bunn (CZ) going all out. Minert took the first two motos wire to wire. In the second moto, Bunn grabbed second on the tower hill, but lost it to Nohr when his rear end fishtailed. He went down, hurt his shoulder, and called it a day.

Minert led half the third moto with Nohr right behind. Then Nohr took it and stretched it out — first time out on his new Maico. Minert took the overall win in the 500 Senior class.

Barry Porter and Brad McKee, both on Bultacos, put on an outstanding performance in the 125 Intermediate class. McKee took the first and third motos. He lost his chain in the second moto and pushed it over the finish line last. Porter won the second moto and took second in the first and third motos, to obtain the overall win. Both riders finished before the 125 Seniors in a combined class.

(Results on page 26)

Rick Norris, second 250 Intermediate, shows winner Richard Eierstedt around the course.

Mister BSA Beats ACA

At least one rider got radical at Saddleback.

JENNERSTOWN DROPS FROM NATIONAL SERIES

The AMA sanctioned 20 lap half mile National Championship scheduled for Aug. 15, 1971, at Jennerstown, Pa., has been cancelled. The promoters of the event have withdrawn their sanction application, and there is no intention to resanction for a different date during 1971.

This cancellation leaves a mid-August break in the fall Eastern leg of the AMA National Championship series that still includes events at Livonia, Mich., Aug. 8; Chicago, Ill., Aug. 13; Pocono, Aug. 22; Talladega, Ala., Sept. 5; and Nazareth, Pa., Sept. 12.

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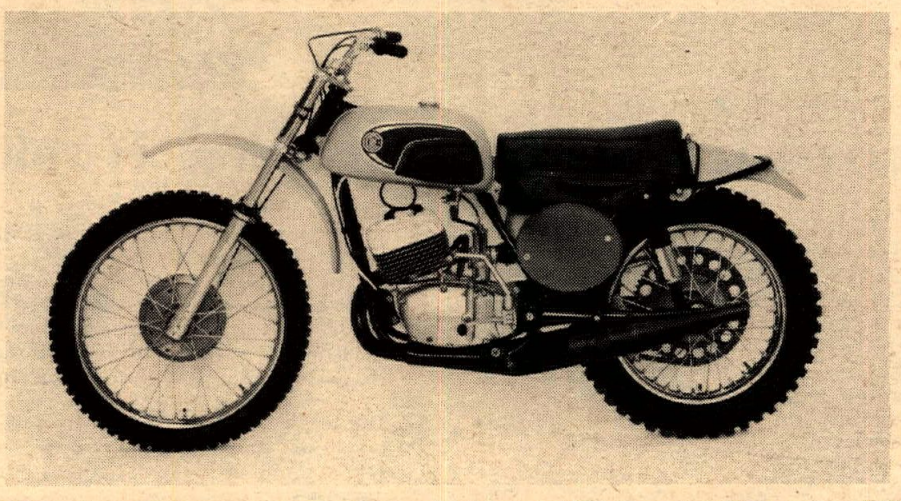

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Cycle News North

Sage Raids Sacto ST

Story by Patrice Kenyon
Photo by Bill Spencer

SACRAMENTO, CAL., April 30, 1971 – With all of the big boys such as Jim Odom and Dick Mann being rained out in the east, the riders who stayed at home proved that they could keep the action going.

Stockton's Terry Sage went on to win the third Sacto Short Track after holding off persistent Novice Mike O'Brien for 10 laps. O'Brien took the checkered flag just moments after Sage with Bob Scally following up for third. Last week these positions were reversed for Scally and O'Brien, with Scally capturing a second behind Joe Henry and O'Brien third. This put these two in a tie for the lead of the Short Track series points race.

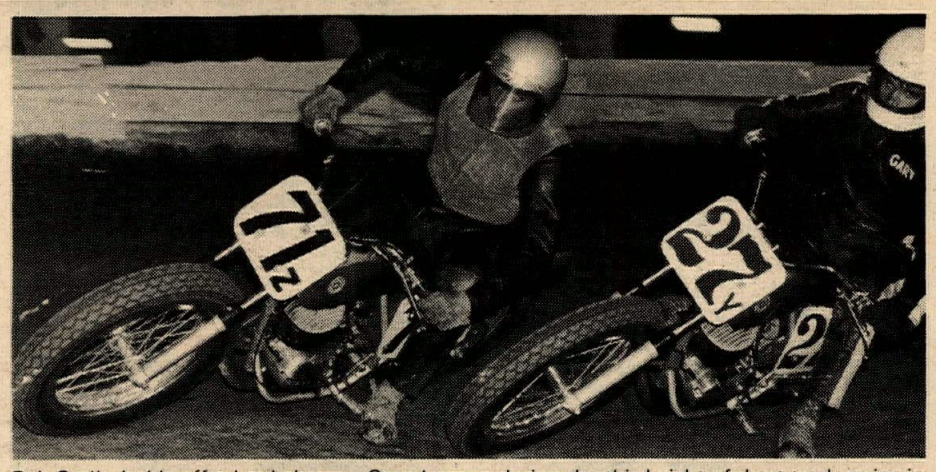
After 9 qualifying heats and 3 close heat races the riders for the Consolation Race were brought out. It was Chal DeLecco who took the lead coming out of the first run only to lose it to Novice Jerry Bowers one lap later. George Carter moved his way up past DeLecco – from then on it was Bowers and Carter exchanging the lead lap after lap. At the finish it was Bowers with Carter right at his rear wheel.

Next up were the semis'. The first of the two was won by Terry Sage coming from a distant fourth to take the lead on lap four. Jon Ogilvie and Gary Lozano made up a close second and third. The second semi was led off by Expert short-tracker Mike Yarn. One lap later Mike O'Brien was the front runner with Novice Pat McCaul passing Yarn to move into second. O'Brien stretched out his lead to finish seconds ahead of McCaul, with Bob Scally moving on past Yarn to take over third.

The line-up for the main event was made up of 5 Experts, 1 Junior and 6 Novices with 3 of the Novices making up the front row. Bob Scally got a fantastic start, leading the whole pack into turn one. On lap two Terry Sage moved up to pass Scally with young Mike O'Brien following suit one lap later. Sage and O'Brien rode nearly wheel to wheel as another battle went on between Pat McCaul and Bob Scally for third. McCaul's efforts soon became wasted when his motor retired on lap 5 leaving third position solely to Bob Scally. Sage, O'Brien, Scally, Russ Powell, Del Silva and Gary Lozano made up the top six positions when starter Hoy Odom brought out the checkered flag.

Next week the action will continue with Jim Odom, Kenny Roberts, Dick Mann, Mark Brelsford and Allen Kenyon returning to the west coast to put in their efforts on this fast track.

(Results on page 26)



Bob Scally holds off a hard charger, Gary Lozano during the third night of short track racing in Sacramento, Calif. Scally is currently tied with Mike O'Brien in the point standings.

Crenshaw In Chico Thriller

By John Noffsinger

CHICO, CAL., May 1, 1971 – Opening evening here found 132 riders taking part in a program which was drawn out due to a record number of riders, many events, and a tractor which would not run. The evening was also cold, and the sky threatened showers at any moment.

The stands were full and the added restrooms were greatly appreciated by the women customers. However, due to the tractor breakdown, which greatly delayed processing of the track for the main events, many people left the stands during intermission and missed one of the more memorable races ever held at Cycleland.

The Scratch final in the 250cc class brought together some of the best Sportsmen flat track riders in California. The likes of Jim Crenshaw, Joe Henry, Dick Turner, Mike Corcoran and Lowell Moural were to do battle.

Crenshaw (Bul) grabbed the lead immediately at the start and opened a 10-yard lead followed by Turner (Tri) with the rest of the pack bunched. Jim widened his lead, and looked like a sure winner when Turner began a drive which found him inside of Crenshaw's Bultaco within one lap, and in front one-half lap later.

Both boys opened up a straightaway lead on the rest of the pack then began to pass each other in separate corners, alternating at each corner. Jim was taking the straight inside line around the track, while Dick was simply riding the outside with such drive and speed he more than made up the lost distance by traveling further. They were side by side in the corners and in the straights with Dick passing in the south corner and Jim inside in the north. The last lap had the crowd on its feet, and Jim held true to form by passing on the inside and taking the flag first.

Mike Corcoran was the only regular here to win a main event in the handicap series. Mike again showed his consistency in winning the 250cc handicap final. New comers Rod Halstead from Modesto, Calif., and Ron McGill, Sacramento, Calif., looked good in taking the handicap 100cc and 200cc finals.

Perhaps May 8 will bring warmer weather and more consistent running equipment for track preparation.

(Results on page 26)

Williams Takes Pro TT Opener

By N. A. Williams

CLACKAMAS, ORE., April 30, 1971 – Mark Williams takes home the win at the first of the Sidewinders TTs for this year. More than 80 riders turned out for a capacity crowd of spectators which brought the $1200 purse up to $2000.

Triumph mounted Williams took home a good share of that purse as he took the Expert Main by garnering the lead in the second lap and held it during the rest of the 10 lap event.

Sonny Burres, also aboard a Triumph, was right behind Williams all the way on the rough track.

Fast time Expert Bill Elder turned the track at 16.34.

The Expert Trophy Dash also went to Williams and Burres was again right in there, too, before dropping out in the last lap.

The Junior Main went about as expected with Randy Scott (Tri) taking an early lead and extending it throughout. He also took the Junior TD win and had fast time of 16.69 for the Juniors.

The Novice class had the largest turn out and it was anyone's race. A lot of new first year Novices were on hand and they rode some very good races, trying to place for the main.

After the heats and semi's, a field of 8 riders came out for the main.

It was still anyone's race when they took off at the start but it soon settled into a definite pattern.

Yamaha mounted Steve Baker took the checkered first in the main to show his previous win in the trophy dash was not a one shot thing. Fred Siegel (Yam) came in a close second and Forest Hiner (Bul) took third.

(Results on page 26)

Tackling the water hole was easy for some who rode Fresno's motocross.

Franklin Shines on New Husky

By J. Ferguson

FRESNO, CAL., May 2, 1971 – John Franklin displayed a flashy style today to hold off the rest of the Open Senior competitors at the Fresno M.C.'s motocross at the club grounds.

Franklin, who has been a strong charger in the 250cc class, has picked up a new Husky and he now appears to be one of the top contenders in the Open classes in this area.

Finishing second to Franklin was Robert Rogers (CZ). Rogers didn't play runner-up all day, however, as he earlier took the laurels in the 125 Seniors while Rickman mounted.

Parry Klassen, also Rickman mounted, appeared to have the 250 Seniors beaten before he was disqualified. This allowed Bob Hibner (AJS) to move up and take the overall win.

The track itself is very narrow and is in need of widening. Once it is, the course should be one of the better motocross sites in the area.

(Results on page 26)

GRAHAM SPEEDWAY REBUILDS AFTER FIRE

Work is nearing completion on facilities destroyed in a devastating fire early this spring at Graham Speedway's Motorcycle TT race plant. The two story concession building where the fire originated was completely leveled along with the track's mobile concession unit which was parked near-by. Two sections of grandstand seating were badly charred and several yards of the track fencing was damaged by the intense heat. Cause of the fire was not determined and total damage was estimated to be $15,000.

The Tacoma Motorcycle Club, concessionaires for the popular bike track have replaced their building and mobile stand and are busily equipping both for the up-coming professional race season opening May 14. The operators of the track. the Blue Barons M.C., are rushing work on the interior fencing of the kidney-shaped TT course partly to replace the damaged section but also to improve the safety value of the crashwall. Replacement seating is also under construction. The whole plant should be in sparkling condition for the mid-May premier event.

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CHICKEN ENDURO 'FINEST'

By Bruce Dangerfield

OAKHURST, CAL., April 25, 1971 — The Pathfinders M.C. of Fresno put on one of the finest enduros of the year. After lots of water crossings, impassable logs, mudholes, and miles of wheeop-de-doos, it looks as if Bud Goosem is the unofficial winner.

430 riders optimistically started on the beautiful spring day and soon found themselves in a muddy 18 mph motocross and a downhill so steep no one could even stand on it. Next it was six miles of four-foot whoops, spiced with a "shallow" mudhole. Another juicy item was a creek-crossing with a large log laying across the top of the water.

After the half-hour mandatory break, there were some fireroads and a section probably laid out by a billy goat. Someone said that the club rolled a tire down one hill to make it look as if they actually rode down. Later, there was an 8-foot drop. I just pushed my bike over and came down later.

After Check No. 3, the last section was the same as the first. All the course was well-marked in some of the beautiful country I have seen. Many thanks go to the Forest Service for their cooperation, and to the Pathfinders for a wonderful enduro.

NIGHT TT SCRAMBLES

The Porterville Spinners M.C. has officially announced that the Tulare Fairgrounds' half-mile dirt track will be the site for a series of night TT Scrambles beginning May 14.

The full straight will be used with the infield for the tricky stuff. In addition, a great deal of work has been done to the track which was the scene of a cancelled AMA National last year. That cancellation was due to poor track conditions.

Randy McCoy.

MAMMOTH ACES ASPEN AT MOTOSKI SLALOMCROSS

By Tom Johnston

MAMMOTH LAKES, CAL., May 1-2, 1971 — A unique event was held this weekend, a team race between two cities to find out who has the better skies/motocross racers.

A team representing Mammoth Lakes and another from Aspen, Colorado, met Saturday on the Giant Slalom and Aspen's Gary Boyce was the quickest down the mountain in one minute, 10 seconds. Second was Mammoth's Steve Thompson with 1:11.2 and Scott Campbell, Aspen, 1:11.4.

On Sunday, the same five-man squads met head-on again, only this time on motorcycles. It was a Mammoth sweep as the first three places went to Randy McCoy, Steve Thompson, and Danny Thompson. Aspen held on to the next three spots. All were on Husqvarnas.

In the final results, Aspen won on the skis and Mammoth won both the motocross and the overall. They were awarded a giant trophy donated by Lange Ski Boot Co.

Now, how about a trials/soccer match?

(Results on page 26)

JACKSON, McCAULLEY STAGE FIERCE BATTLE

By Jack Light

PORTERVILLE, CAL., April 25, 1971 — The smallest class of the day, 650cc Experts, put on a fantastic display of some real "gutty" racing, in both the heat and the main at the Porterville Spinners TT Scrambles. Darrel McCaulley (BSA) had the heat all his way from start to almost finish, losing it in the sweeper 50 years from the line. Carroll Jackson (Tri) then flashed by to take the checkered.

The main was a real nail biting affair with these two really going all out, riding in each other's shadow. Jackson was first off the line with Darrell in hot pursuit. From then on it was each man for himself. Darrell made his final move to pass on the outside, but ran out of real estate, and rather than make kindling wood out of the fence he wisely decided to back off allowing Jackson to win by a very small margin.

Newcomer in the Open Expert ranks, Steve Martin, (12) BSA played it cool in his first time out as an Expert. He said afterwards, "I have a little more to learn out there with those guys." These Number 1 and 2 riders of the District, are real fine teachers!"

The crowd pleasing 50cc Juniors proved that all the racing is not done in the larger bike classes. Kirby Shropshire led most of the way. Arch rival Bill Ritchey made up distance as quick as possible and finally took Kirby on the last lap to earn the trophy for first. Brian Hurst kept the front runners looking back all during the race, as they wound their Suzuki machines to the limit.

The 500 Experts were coming over the jump like they were trying for orbit. Ron Keener (Yam) fought off the hard charging Jack Jones and his new beautiful Suzuki, which seems to run better with the front wheel off the ground, unicycle style. Leonard Reed (Yam) made up the threesome in this spectacular race.

Many of the tightest contests of the day were not for first place. Real competition developed in the struggle for lesser positions: second, third and even fourth, or farther down the line. Motorcycle racers never give up, proving the greatness of this sport, and those who take an active part in it. The important thing is to do the very best one can, regardless of the final outcome.

Ideal weather conditions with the sky covered with cotton-white clouds added to everyone's enjoyment today. The races were just as colorful and exciting on a tricky and demanding track.

(Results on page 26)

NGK likes bikes

NGK's are preferred go-power in all kinds of two-wheelers from 50cc mini's to 750cc supers. Good riders know their set-up is no better than their plug. And that if they've only got one, it'd better fire on time, every time. They also know what bad plugs can do to a day of great sport.

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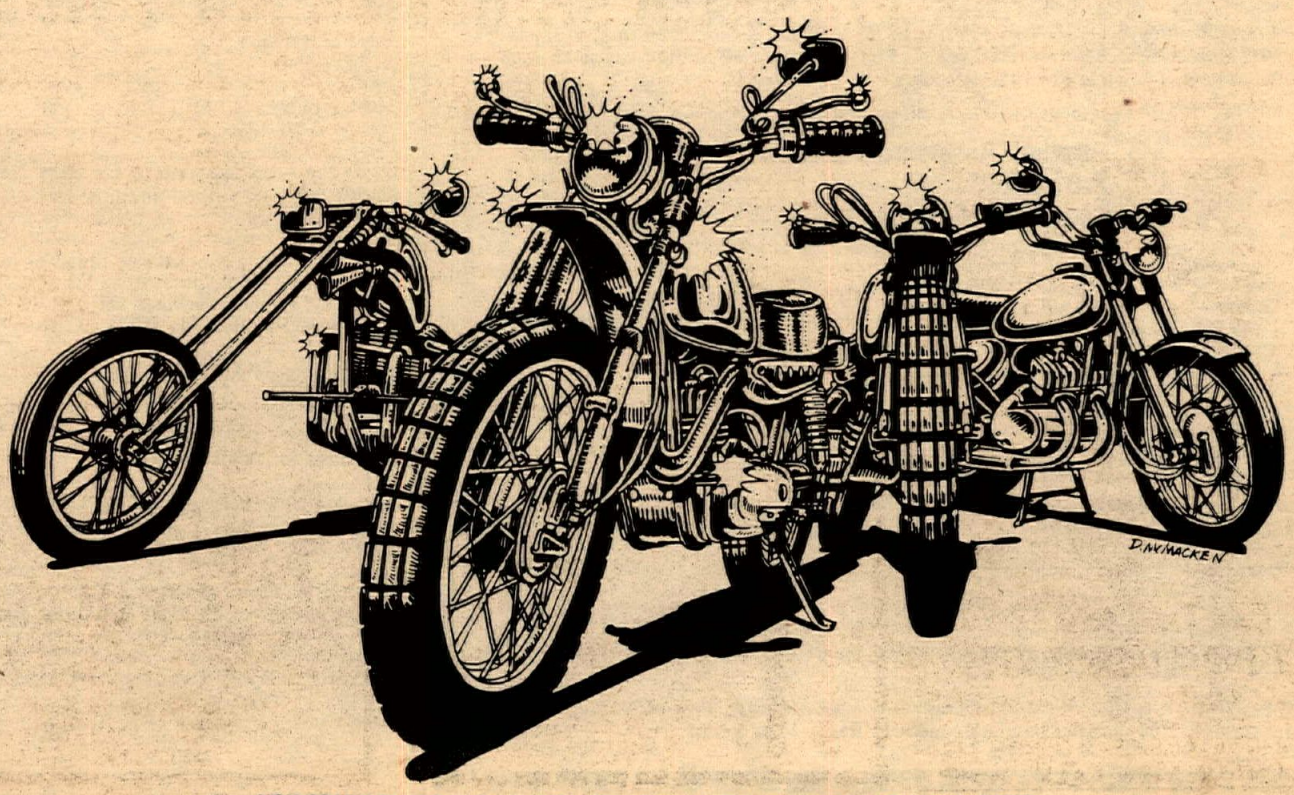


NGK SPARK PLUGS (U.S.A.), INC., 12511 Beatrice St., Los Angeles, California 90066

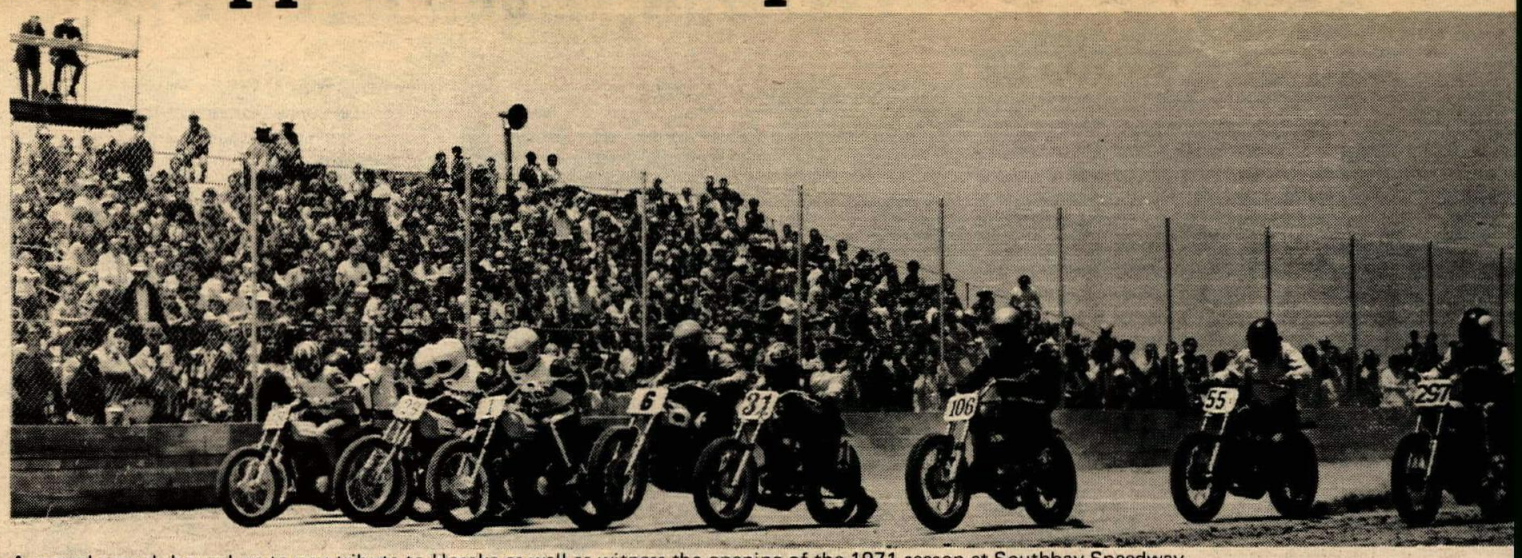
Wayne Hosaka Appearance Tops Benefit Card

By Allen Greenwood

SAN DIEGO, CAL., May 2, 1971 – Unbelievable to many, Wayne Hosaka (seriously injured at Ascot Park in February) proved to his thousands of fans, he still has spirit – lots of spirit, by making an appearance at the South Bay Speedway.

San Diego's Hi Boots M.C. accomplished a first class promotion, by hosting the "Wayne Hosaka & Family Benefit TT Race". Not only did the Hi Boots put on an excellent benefit race, but members utilized a most generous fund raising raffle to provide needed dollars for Hosaka.

Generosity flowed as cycle entities opened up their hearts to donate fantastic prizes. A list of prize donors would be a mile long (Wayne personally wished to thank each and every contributor), with Don Vesto (donating two Yamahas), and Suzuki Lemon Grove (one Suzuki) heading the list.



A record crowd showed up to pay tribute to Hosaka as well as witness the opening of the 1971 season at Southbay Speedway.

Wayne Hosaka was in good spirits Sunday.

Along with Wayne, the fans were ready for the races, as this coincidentally was the opening of the 1971 season at South Bay Speedway. Nationally ranked Skip Van Leeuwen started things off with an exhibition ride. (He also brought a large bag full of Buco helmets for the raffle).

With the largest crowd in S.B. Speedway history, and well over 200 entries, the fans were in for a tremendous race program.

Nancy Emde (Hod) just devastated the Powder Puffers with super speed. Carol Gooding (Ric) attempted to catch up, but Nancy kept the wick turned on full time.

Those little 100cc machines may be small, but their race was big. In the 100 Nov. Main, the real battle was for third. Pat Guthrie (Hod) possessed a good lead over John Allison (Yam) after making a pass on the big banked sweeper. Tom Anson (Kaw) used his Kaw's superior speed and took a third by passing on the straight.

After watching the 125 Novices, "women's lib" had better take notice. Debbie Reon (Yam) just about pulled it out from her male counterparts. In the main Debbie really put on a two lap charge. The crowd cheered as she passed two racers on the backchute. Jack Alford's (Yam) lead was too much to overcome as Debbie settled for a well deserved second.

125 Expert Jim Brockman (Kaw) used the banked sweeper to head up Carl Byers (Hod) for his win. First year Mark Peters (Bul) not only made it to the main, but took a big third. District 38 TT racers are going to see a battle between this trio all season.

The first turn looked more like a fat snake than the 250 Novices, with the front runner Steve Jones (Bul) establishing a winning lead. The 250 Amateurs was a Bultaco benefit, as Dan White (Bul) and Doug Hannon (Bul) finished one-two.

By the time the 250 Experts reached the main, the dirt began to loosen. This coupled with the tighter racing was the culprit for several hard spills in the final races. It appeared Jim Chitwood (Yam) would take the main, but a loose berm spelled trouble as he lost it in the infield left-hander. This allowed the field to move up, with Sal Pelsuo (Yam), and Carl Byers (Yam) dicing for top spot. Sal won the dice, while Jim Brockman (Kaw) was attempting to challenge Byers as the checkered flag fell.

The Novice 500's were held for a few minutes, as Darl Wellard (Mai) attempted a running hole shot. (Darl's clutch had been relieved of its life earlier). It didn't work, but first turn crash bespoke a restart. Darl improved this time, taking a good lead into the jump. Brian McMillan (Yam) pressured Wellard's Maico until the loose stuff in the infield gave Darl a spill.

Billy Silverthorn (Suz. 400MX) took the 500 Experts the hard way, by moving up through the pack – 21" front wheel and all. Bill's moto-x style jumps were more than just style, as he passed several racers mid-air over the jump. Open Novices Bob Marrickel (Tri) and Mark Springer (BSA) entertained the crowd with an excellent dice, consequently the lead changed several times. A better bite in the infield earned Marrickel the win.

The Open Experts were a bit edgy, with three false starts, a first turn crash, and a possible win for Byers (BSA) going out the door when he momentarily lost it on some loose berm. Mike Konshak (Nor) then took the lead, holding it until John Sprage (Tri) just out powered Konshak. Ray Vanderpool (BSA) made a last lap pass of Konshak to move into a second place berth.

Hosaka's dad, John, said Wayne has had his ups and downs, but nothing perks him up more than fellow motorcycle riders and fans sending cards, and making personal visits. During his rest periods after his therapy sessions, Wayne would appreciate your cards and letters. Please send them to Wayne Hosaka, Rancho Los Amigos, 7601 East Imperial Ave., Downey, Calif.

(Results on page 26)

High Sierra Motorcycle Club
presents their annual

MAMMOTH MOUNTAIN MOTOCROSS
JUNE 19 & 20
This Year Featuring a $2,400 Purse

Limited entry in all classes. Mail entry opens May 15 and closes June 6. Postmark date determines entry. No early postmarks accepted.

Mail entries to: High Sierra Motorcycle Club
P.O. Box 482
Mammoth Lakes, Ca. 93546

North on 395 – Mammoth Lakes exit, left on 203. Limed from 203 & Old Mammoth Rd.

CLASSES:

June 19	June 20
Jr. & Sr. 0–125	Sr. 126–250
Jr. 126–250	Jr. & Sr. 251–OPEN

Practice: June 18 Friday 1 to 4 pm, June 19 & 20 Sat. & Sun. 7:30 to 8:30 am
Riders meeting at 8:40 both Sat. & Sun. First heat goes off at 9:00 a.m. both days.
No powder puff, girls will ride with the guys.

FACILITIES: Campgrounds within ½ mile, motels within 4 miles. For accommodations Write or Call:

Mammoth Reservation Service
P.O. Box 277
Mammoth Lakes, Ca. 93546
714–934–2522

Food and beverages at track, also more clean restrooms.
Course – loam soil, sand pit, water
Tires – knobbies
Number will be assigned with a return acknowledgement of your entry
Elevation 8,000 ft. be sure to bring JETS
Mandatory Tech Inspection
Ambulances in attendance

PRIZES: Jr. Div. Bigger and Better Trophies
Sr. Div. 250 and Open 1st. $300.00
125 1st. $200.00

Cycle News Trophy for all 1st Place Silencer-equipped riders.

Awards will be made at the completion of each day's racing.

Entry Fee: Jr.–$5.00, Sr.–$10.00 and if any available space, Post–$50.00.
Spectators $1.00 donation, children under 12 free with an adult.

Name _____
Street _____
City _____ State _____
Age _____ Div. (circle one) JR. SR.
Make of Machine _____ cc _____ Class _____
Club _____
Sponsored by _____

Under the rules set forth by the High Sierra Motorcycle Club, I hereby agree to conform to and comply with rules governing this contest, and I further agree to hold blameless the High Sierra Motorcycle Club, their respective officials, servants, agents, lessees, local management, entrants, track owners, property owners, and first aid attendants for any loss or injury to myself or property, in which I may become involved by reason of participation in this event. I do also agree to assume whole responsibility for any personal or property damage which I may initiate and/or incur. My signature on this entry blank, certifies that I have read this form in its entirety and that I agree to all of the above.

Signature of entrant _____

STATEMENT OF NOTARY
(Required for riders under 21)
I _____ being of legal age, do hereby certify that I am the _____ of _____, a minor. I further sayeth that I hereby give my consent for said _____ minor to compete in this High Sierra Motorcycle Club Inc. event, hereby releasing the High Sierra Motorcycle Club property owners, and any other person involved with putting on this event, for any and all liabilities. This statement valid until January 1, 1972
Date this _____ day of _____ 1971

Signature _____

STATE OF CALIFORNIA
COUNTY OF

On _____, before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, known to me to be the person whose name is subscribed to the within instrument and acknowledged that _____ executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in the certificate first above written.

_____
Notary Public in and for said County and State

YANKS BLITZ MEXICAN CHAMPIONSHIPS

By John Blanton

MONTERREY, N.L., MEX., April 25, 1971 – Three riders from San Antonio, Texas, took five of the six championship events at this first ever bike meet at the new Autodromo de Monterrey, just north of Mexico's third largest city. John Miller won the 125cc and the 650cc classes on fine pair of Harley-Davidson racing mounts, Mark Carbonie won the 200cc and the 250cc classes on what appeared to be the self same high-bar Bultaco, and Bob Grosse set a new course lap record in winning the Libre class on a big Harley.

The event was the inaugural of the "Felipe Terriquez" memorial races, named in honor of the Monterrey racer, who was killed in a road accident on the way to a race five months ago. Texas racers were well acquainted with this spirited Mexican competitor, as he raced frequently on local courses and was pictured two years ago in a Cycle News dogging Rusty Bradley around the rain-swept Austin Raceway Park course.

There was not a race without drama. The 80cc event saw three Carabela factory entries race to the wire led by Luis Guzman of Mexico City. In the 125cc class Pedro Gonzalez of Monterrey pulled an early lead on his Yamaha with Texas' John Miller a scant third on his immaculate 125cc Harley-Davidson. Very quickly, however, John was dicing furiously for the lead with Carabela rider Humberto Marin, and in the end it was the Mexico City rider who yielded ground.

The first time Mark Carbonie came around flat track style at incredible speed on his Bultaco, the spectators could only gasp, but the second time around a spontaneous round of applause broke out among the gallery that had assembled along the stretch of very vast esses on the back side of the course. He never once let off, but kept coming around, sliding through the bends with one foot way out on the pavement and with the bike almost flat on its side, pulling ahead all the time.

Bob Grosse won the Open class and the admiration of the crowd.

Mark appeared not to change mounts for the 250cc event and took the class easily. Absent from the class was the principal Carabela team rider, Jaime Gleen. He had been scheduled to ride a very sharp-looking 250cc Harley-Davidson, but he made one lap on it during practice and came in with the engine making lunchy sounds.

John Miller's other Harley was a 350, and he very easily held off Jose Magallanes' Triumph in the 650cc class. Before the start of the day's races, John had been permitted a couple of laps for a speed trial and set the first official lap record on the 1.85 mile course of one minute and twenty-five seconds. However, it was not to last, for in winning the Open class Bob Grosse circulated in 1:22 on his big Harley, reaching an indicated 160 miles per hour on the straight.

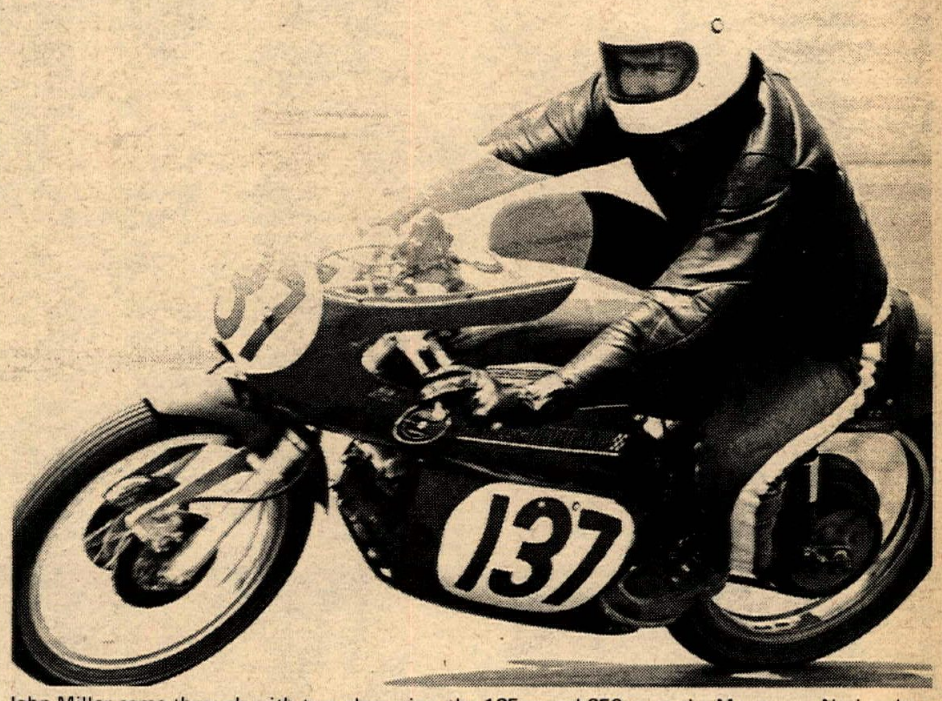
Trying very hard to catch Bob in that race was teammate Bob Thomas, also Harley mounted, but he was having a hairy ride. The number two Harley exhibited severe handling difficulties, occasionally going from lock to lock as Thomas fought to regain control. Finally he ran out of room and unloaded heavily without injury. First inspection of the bike showed a badly oiled rear tire – the apparent cause of the difficulties. Also in the Open class, which seemed to be a run-what-you-brung affair, was Mark Carbonie, finally putting Jose Magallanes' Triumph into his slipstream and finishing second.

All of the American winners were warmly received on the victory podium and were interviewed by the press and television. Most expressed admiration for the fine Motodromo course, a year-old auto road course with a wide, smooth track, fast bends and banked U-turns. It is a sort of miniature Riverside.

Although the turnout for the race was light, even by Texas standards, there was little lacking of the high-keyed racing atmosphere. Finely prepared racing bikes were pushed out of factory racing team vans and fired to life in the brilliant afternoon sun. The smell of gasoline and burnt caster bean oil mingled with the scent of desert flowers and delicately-perfumed girls. Two different languages filled the air in the pits, but out on the course one would never know what country he was in for the language was the same as the world over, go faster or move over.

More racing is coming up at the Autodromo de Monterrey. Another national in September and a five-hour endurance run in December. Write Moto-Centro Monterrey, S.A., Hidalog 235 Pte., Monterrey, N.L., Mexico.

(Results on page 26)

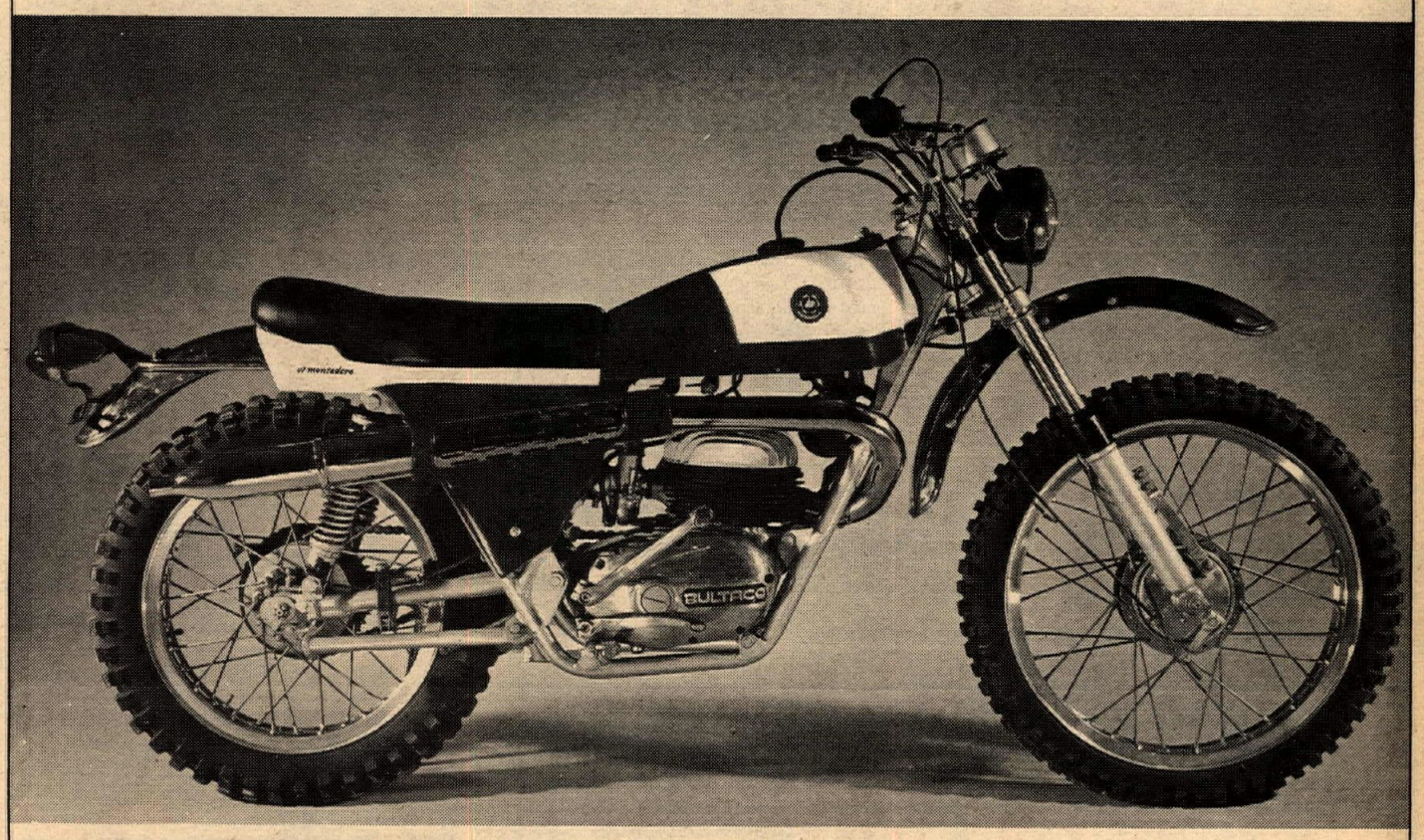


John Miller came through with two class wins, the 125cc and 650cc, at the Monterrey Nationals on April 25 in Mexico.

ENDURANCE

(en-door'ens, dyoor'ens, in)n
The act, quality, or power of withstanding hardship or stress.

IT'S ALL IN EL MONTADERO



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Bristol, Virginia

April 25, 1971

Overall Winner

Bob PUCKETT
El MONTADERO

BULTACO

For additional information write: Bultaco Services, P. O. Box 101, Santa Clara, California

SHAW WINS BAKERSFIELD OPENER

By Dennis Greene

BAKERSFIELD, CAL., May 5, 1971 — When the 1971 season got under way tonight it played to the biggest house of fans thus far to see Class A racing in the area.

With the normal amount of problems to work out at the start of any new season like dust, rough surface and people in the wong places, the show went on much to the pleasure of riders and fans alike.

Bakersfield has several good rider prospects from their hometown: Ed Schwitzer and Rick (Rikoshay) Blake. The super stars added from Orange County made for a hard to beat show.

This style of racing for the most part is very close man-to-man competition, but a few of the riders are carrying this tight racing to extremes. Similar but separate mishaps found Larry Lee and Mike Konle in need of new front wheels after spokes were carefully removed by opponent's foot pegs. Neither rider was injured and with the handiwork of the pit crews were able to continue in other events for the rest of the evening.

Eric Olssen is once again on the comeback trail. Eric started off last season as a first division rider but a crash early in the season put him out with a broken collar bone. His return to racing in the closing weeks of the 1970 season was not quite up to par and he was transferred back to the second division to get back in shape. This he has accomplished as evident by his easy win in the Second Division Main. We should see his name soon again among the first division riders.

Sumner McNight ran second. This up-and-coming young man will soon be moved up in class.

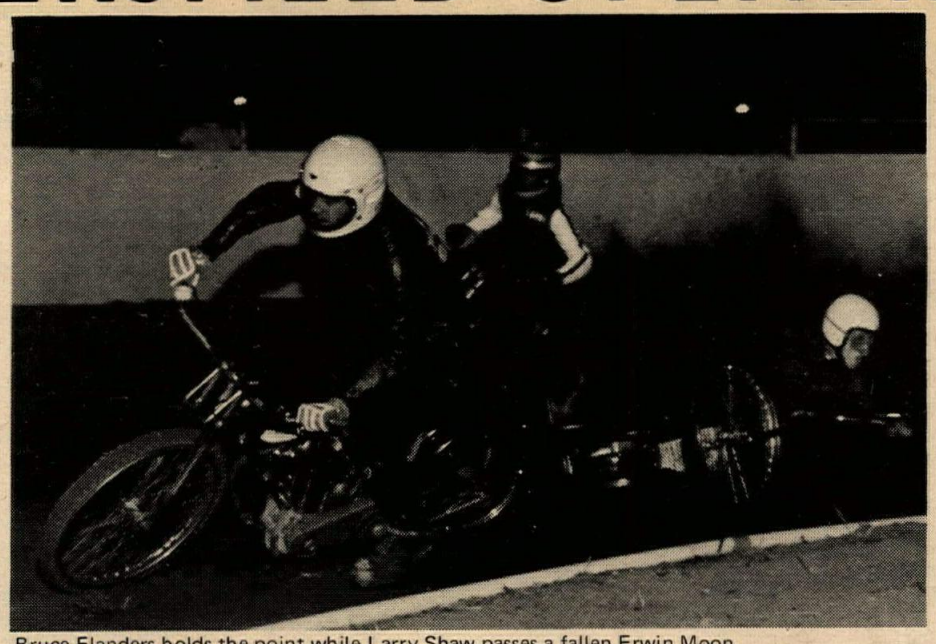
The old running feud between Woods and Bast is back, but this night it was not Steve, but brother Mike, that gave Rick his work out. Rick came out on top in the Handicap Main but Mike Bast was right there.

Brother Steve was right there, too, in the Handicap Consolation event with a win over Ed Williams and Mike Konle.

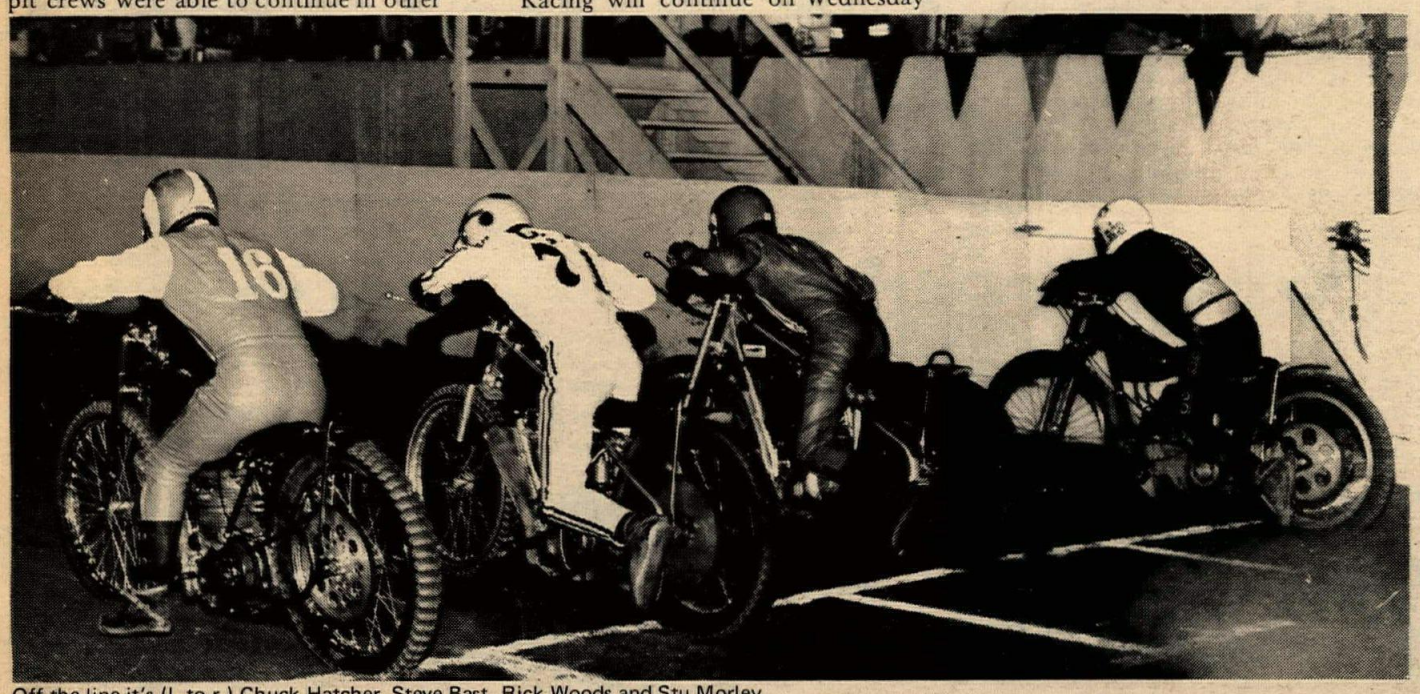
The Scratch Main Event went to lightning Larry Shaw who found that winning the race was much easier than pinning the corsage on the lovely trophy girl. She did come out unscathed from the pin thrust of the sometimes shy Shaw.

Racing will continue on Wednesday night for the next 20 plus weeks at the Kern County Fairgrounds. If this seems like a long trip for those of you who like life on the beach, word has it that speedway racing will be coming to the Ventura Fairgrounds on Tuesday nights if contract disputes can be ironed out.

(Results on page 26)



Bruce Flanders holds the point while Larry Shaw passes a fallen Erwin Moon.



Off the line it's (l. to r.) Chuck Hatcher, Steve Bast, Rick Woods and Stu Morley.

GOSCH FUND

A fund has been established to help with skyrocketing hospital bills for Pat Gosch, popular AMA flattrack, TT and Roadrace rider. Pat, who rode last year as national No. 47 started out this year as 47J under the new AMA numbering system. Pat normally rides Triumph, but on April 30, at Ascot Park, he was aboard a Norton and during practice took a nasty spill coming out onto the straight where the track surface is something but desirable. He was rushed to the Gardena Memorial Hospital, where brain surgery was performed which saved him from dying, but the doctors have only given him a 5% chance and he has lain in a coma in the intensive care unit since the accident.

His lovely wife Gloria, quit her job in Omaha, Nebraska (Pat's hometown), and leaving the two children with relatives, rushed out to be by his side and is at the hosital every day awaiting news of his condition along with Pat's mother and father. While the AMA has insurance to help pay the expenses, it only pays up 75% and with the cost of medical expenses today, his bill is going to reach astronomical proportions.

So here is a chance for anyone who would like to help out a rider who has helped provide part of your motorcycle entertainment for the past ten years. While he hovers between life and death, think how lucky we are that we can still go outside and climb on our machine and take a ride. Any donation, no matter how small will be appreciate, just send it to PAT GOSCH FUND, Dept. No. P.G., Cycle News, P.O. Box 498, Long Beach, Calif. 90801.

INJURED ASCOT RIDER'S CONDITION WORSENS

The recovery from brain surgery by injured Ascot rider Pat Gosch received a serious setback Sunday afternoon as his condition grew worse. As the doctor was examining him on Sunday afternoon, his heart suddenly stopped beating and he was given a stimulant which started the beating again, but his repiratory system was not functioning properly so he was given artificial respiration by a machine which keeps him breathing. Last reports from the hospital Sunday night listed his condition as grave.

Weather Halts Speedway

By Mike Capalite

COSTA MESA, CAL., April 7, 1971 — Harry Oxley had gotten prepared for the influx of Speedway fans tonight only to have Mother Nature cancel the show. After installing more grandstands to bring the capacity up to another 2000 spectators, he had even assured people that the public address system had been repaired, so one can understand his reluctance to cancel the event as the skies in Orange County opened up with a steady drizzle this afternoon.

Riders and spectators who phoned as late as 5 o'clock in the afternoon were told that the races would be run weather or no weather and many riders made the trek down to the track only to be told that the races were canceled. To pacify the riders who had traveled quite a distance, the promoter paid them appearance money for their trouble.

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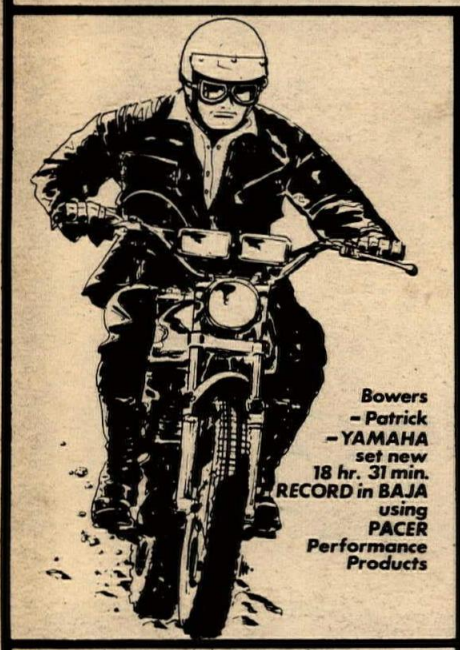
PACER IS PACESETTER IN BAJA!



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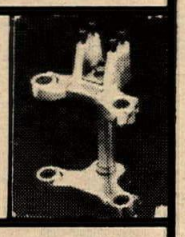

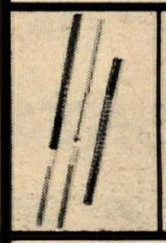

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HOLLIS STARS IN ARA FEST

By Dave Oberhelman

VICTORVILLE, CAL., May 9, 1971 — The Arroyo Racing Associates kicked off the day with a special under-16 and under-125cc race at the Stoddard Wells area. This one-half hour match was commanded by 15-year-old Troy Hollis on a Suzuki. The runner up spot was held by Steve Sartain on a Yamaha; of special interest was the performance of Sharon Bruce. Since there was no powder-puff event scheduled, she just ran with the men.

The 100 cc event went to 15-year-old Dave Brown on a Hodaka. Dave put distance on Arroyo's last 100cc race winner Loren Holmberg who took second on a Harley Baja.

The 125 class again proved to be the downfall of many good riders and bikes. At the end of the event there were only three bikes running, led by Randy Arce on a Yamaha. He was closely followed by Danny Chandler on a DKW.

Troy Hollis (who won the 16-and-under class) led the 250s from start to finish. The remarkable thing was that while leading on the third lap of the race, Troy stopped, shut off his engine and told the checker at checkpoint No. 1 that there was an injured rider on the course. This type of sportsmanship deserves to be commended. The second place finisher was Paul Ziegler on a Yamaha.

The Open class was won by Steve Hedgecoth on a Yamaha 360, closely followed by Carl Shepherd on a Husky. Bill Hasenjaeger made a fine showing on his 250 Maico for third place.

Arroyo Racing Association has not planned an event for two weeks from this event; but, will mail results and trophy pick up information to the entrants. The next race will be announced after a short vacation period. This time is being used for the final development of Arroyo Cycle Park in Devore, California — near San Bernardino.

(Results on page 26)

El Toro Opens

By Rich Hoffman

EL TORO, CAL., May 5, 1971 — The A.C.A. presented their first T.T. and Short Track races of the year Wednesday night at El Toro Speedway and things started off much as they ended last year with the K&N Racing Team leading the list of winners with 4 of 12 main events going to the Riverside racers.

Scott Smith (Yam) was K&N's hot shoe of the night taking both 125cc Sr. events. Second behind Scott in both races was teammate Phil McDonald (Yam). Other K&N winners were Mike Myers in the 250 Sr. T.T. and John Isaacs in the 500cc Sr. S.T.

In the Jr. Division Jim Hendry (Oss) was the only double winner capturing wins in the 250cc Jr. T.T. and 250cc Jr. S.T.

The largest class of the night was the 125 Jr. T.T. Tom Doty (Hon) was the winner; second went to David Carlson (Yam). Doty also did O.K. in the 125cc S.T. taking a close second with Kawasaki mounted Robert Crecelius edging Doty for first place.

An unfortunate accident in the 125cc T.T. Main left first year Novice Eddie Daley with a possible broken arm. Although Eddie was in obvious pain after having his arm put in a sling by ambulance attendents, he elected to go with friends to the hospital for x-rays rather than take the ambulance.

(Results on page 26)

PLUS ONE PLACE YOU WON'T

Where You May Ride

Santa Barbara County, like Los Angeles, San Bernardino, and Orange, has enacted the outrageous "written consent" law regarding riding on private property. As a result, local enthusiasts are having to go several hundred miles each weekend to ride or compete.

Motorcycling has finally been partially recognized by a few as a legitimate recreation and sportsman's event. Cyclists have finally obtained a proposal to amend the county ordinance to allow motorized vehicle recreational areas. After six months of meetings and hearings with the County Planning Department and Commission, a proposed ordinance was drawn up along with a strict set of requirements to be met.

The proposed ordinance allowing motorized vehicle recreational areas is scheduled for a public hearing with the County Board of Supervisors. The anti-motorcycle groups are quite organized and will be there in full force. It may come down to a head county by the Board, as to who is in favor of the proposed ordinance and who is against it. As it stands now, the supervisors are not yet convinced of the true need for recreational parks and competitive sports areas.

Everybody is urged to attend the public hearing, to speak or just take up a seat that our opposition might take. The hearing is scheduled for:

Monday, May 17, 1971 2:00 PM
County Administration Bldg.
103 East Anapamu
(corner Anapamu & Anacapa)
4th Floor — Board Hearing Room
Santa Bara, Calif. 93104

Those wishing for more information should contact: Al Buck of the Starters M.C., phone (805) 966-0111 or 968-6554.

BURBANK BECKONS STOUGH MOTOR BIKE PARK, North Walnut Ave. near Starlight Bowl, Burbank, Cal. Open Sat. 9-5, Sun. Noon to 5. $1 per bike, (100cc max) 50¢ per person. Operated by Burbank Park Dept., Bill Keller,

Where else but in beautiful, uptown Burbank, Cal. can you find a motorbike park boasting a view of the whole San Fernando Valley, terrain that's changed every week by the bulldozer artistry of former racer Fred Eck, and admission that even the kids can afford?

Stough Bike Park was opened March 6 by the Burbank Park and Recreation Dept. under the leadership of Director Bill Kller, for the pleasure of lightweight (under 100cc) motorcycles and minibikes. Orginally it was only open to Burbank residents, but now anyone can ride at Stough Park on weekends.

Ten acres of riding trails, two TT courses, two hillclimbs, practice areas and dirt roads are offered. A portion of the acreage is regraded during the week by the aforementioned Mr. Eck, who really knows how to lay out a safe, challenging trail for the youngsters. Stough is an ideal bike park for beginners to learn and intermediate riders to practice at.

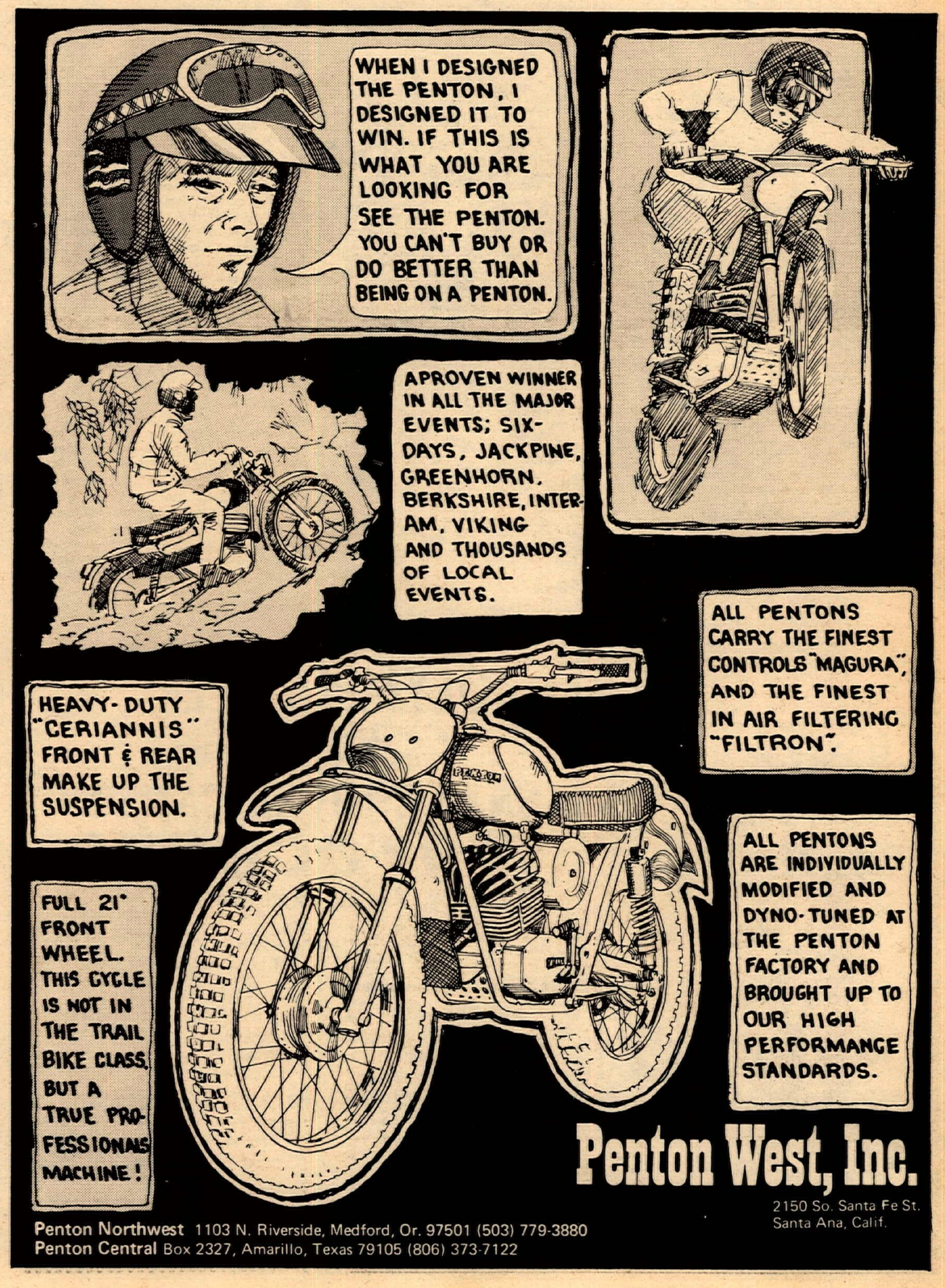
Parents may rest assured that their children are capably looked after by the park manager Tom Webb and his helpers, employed by the city. Tom is trained in first aid. Riders should bring their own drinking water and lunches, since no concessions are available at the park.

There is an attractive picnic park at the entrance to the bike playground, where families may frolic and enjoy the view while dad and Junior rip up the trails. Only about 25 riders a day use the park at present, and Bill Keller says they need about 50 to stay open. So visit Burbank some nice weekend soon, and bring the small bikes.

Corona Closure

CORONA, CAL., May 5, 1971 — Corona Raceway was closed down today because it is a "public nuisance." The Riverside County Board of Supervisors, acting on petitions from nearby residents, ordered the track closed to racing because of the excessive noise. Track officials state they will fight the closure in court.

The track, billed as the "West's Most Beautiful Dirt Track", is the proposed site for July 31, 20 lap AMA Half-Mile Dirt Track National Championship.



J.N. PROVES HE IS THE MOTHER TO BEAT AT M

Mitch Mayes wants to trade his No. 3 for a No. 1. Win today helped!

By Ron Schneiders

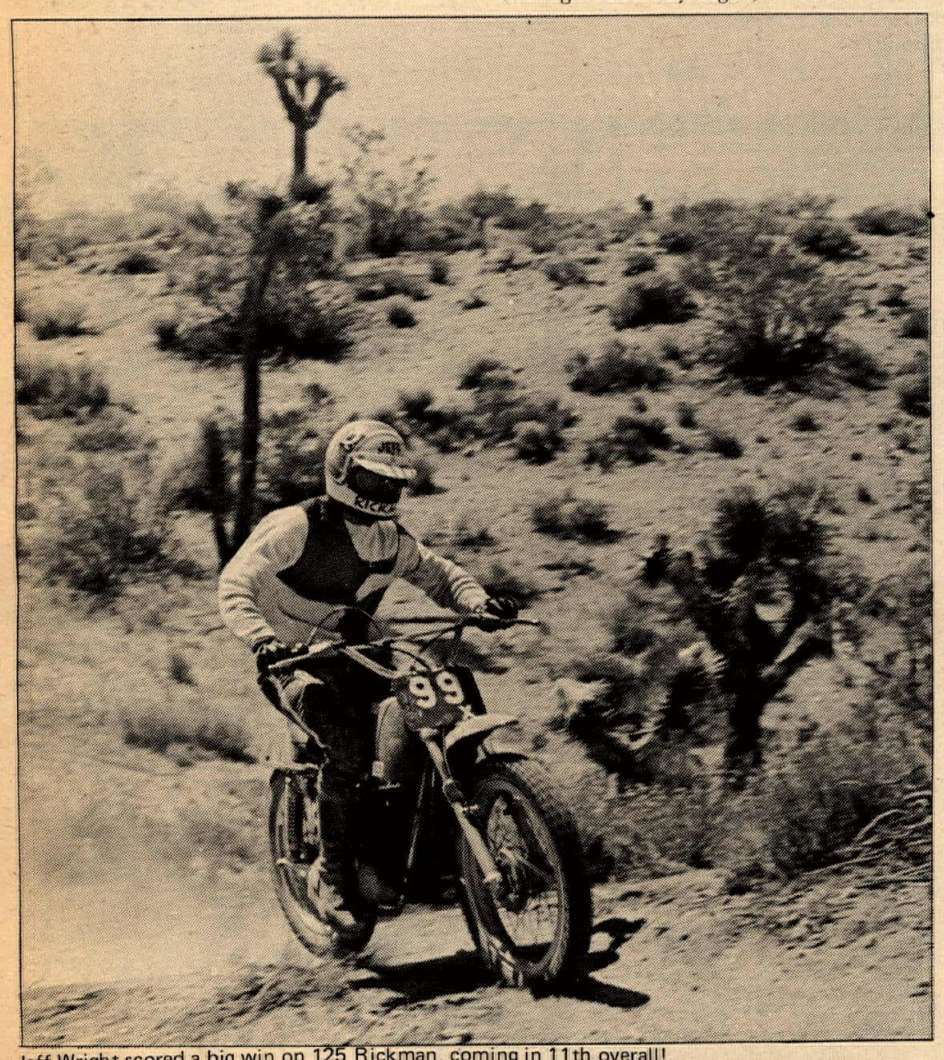
RIDGECREST, CAL., Mother's Day, 1971 —Desert races aren't put on by promoters the way motocross races are; they are put on by individual clubs who do it primarily so that the sport can continue. Some of the races are almost totally colorless. One week after they are over, the riders can't remember who sponsored the race, or where it was held. Others have developed a character of one sort or another. The Checkers race is always very tough; the San Bernardino M.C.'s race is extremely competently run; The San Garbirel Valley race is always run over a very challenging course, and so on.

The Red Dots M.C. is in a class by itself. It doesn't put on a desert race at all; it hosts a *Function,* every Mother's day. The difference between a race and a Function is fun, and the Red Dots insist that everyone attending their Mother's Day Function have fun. To make sure that everyone does, they provide a fireworks display with appropriate loud bangs, (late at night), an X-rated head, loud but tasteful music through Saturday night, some humor on the surrounding trails, some beautiful riding and, incidentally, a desert hare scrambles. They cheerfully announce that everyone will be home in time for a slice of Mom's apple pie, but they somehow convey the impression that the Mom in question is the proprietress of a bawdy house. For about two or three days before the event wine and lime flow in about equal proportions and on Saturday afternoon everyone arrives for the Function.

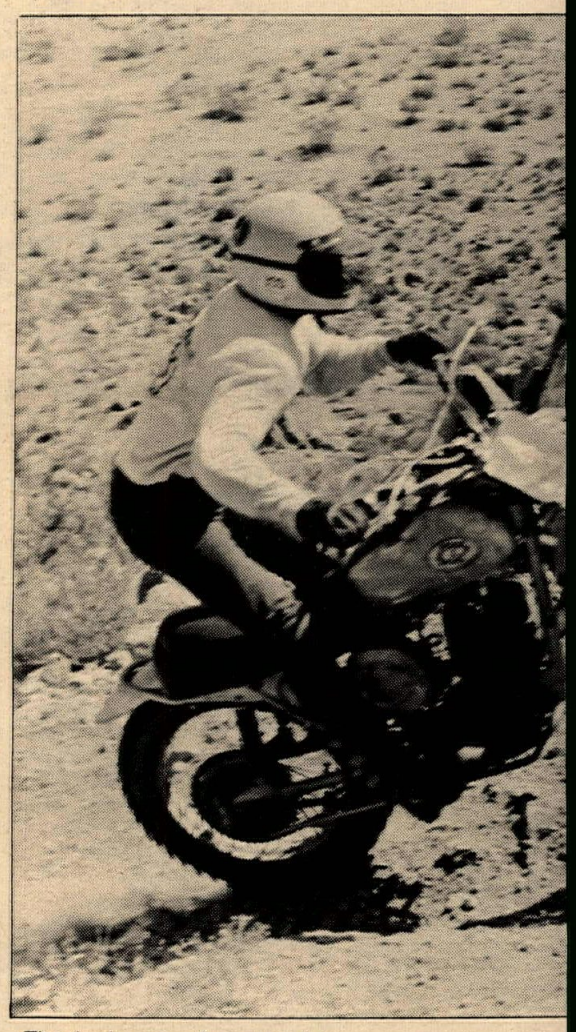
One bit of seriousness was the rider's meeting held just before the race. At the rider's meeting those who attended were told, among other things, to slow down for a giant ravine just beyond the smoke bomb. They were also told how to approach the pits at the end of the first lap.

They weren't fooling about that ravine. It was wide, deep and treacherous. Part of the difficulty was that it couldn't be seen until the rider was right on top of it and by then it was too late. The club did its best to avoid any disasters by heavily danger marking the area, warning the riders beforehand and even placing a flag man out there. All to no avail. The first half dozen riders to the smoke hit it almost wide open. Poteet shut off just a hair as he came up to the lip, then turned it back on to lift the front wheel and wheelie all the way to the bottom, streaking away wide open in fourth gear with a good lead. Whitey Martino also approached very fast, but as he got to the lip, he locked up both brakes and, according to one observer, he flew a long way through the air and landed with his brakes still

"Peace" said the checkers but J. N. wasn't paying attentio



Jeff Wright scored a big win on 125 Rickman, coming in 11th overall!



The check was on the mountain.

This is an X-rated head. Architecture by Roger Sturgess, interior by Gracie.

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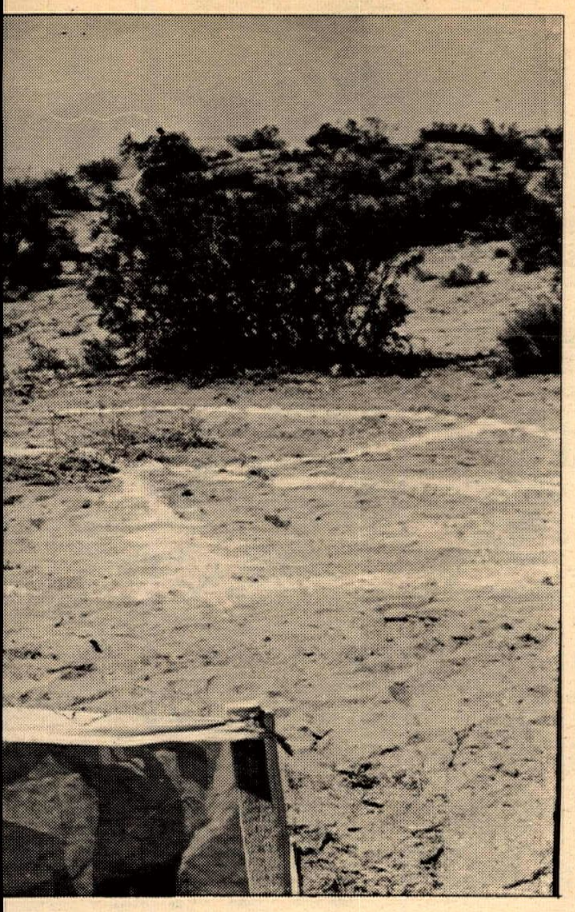
OTHER'S DAY FUNCTION



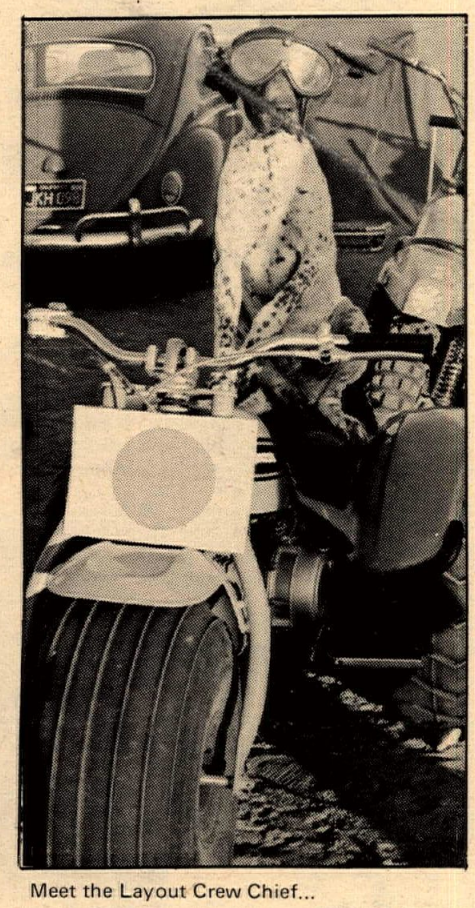
Photos by Ron Schneiders and Sharon Coleman

Tom Poteet: he doesn't shut off.

locked. The back end pitched violently back and forth and Whitey went over the high side. At this writing he is in Ridgecrest Hospital with a badly broken leg and possible pelvic injuries. After Martino, there were three riders in a bunch. J.N. Roberts, Rich Shirey and Wes Anderson Jr. Poteet had a very nice, but temporary, lead.

Beyond the ravine the course smoothed out a bit until after the first check at the base of the hills. Then there were some gigantic whoop-de-doos. Like 30 feet high. Here it was that Rich Thorwaldson came to grief. As he put it, "I broke my bike and my bod." Neither is in bad shape but they're temporarily out of the running.

The second check was at the top of a fairly rough hill that had a good number of smaller bikes being pushed. However, there was an alternate no-penalty way around, so no bottleneck developed. The course took off at right angles to



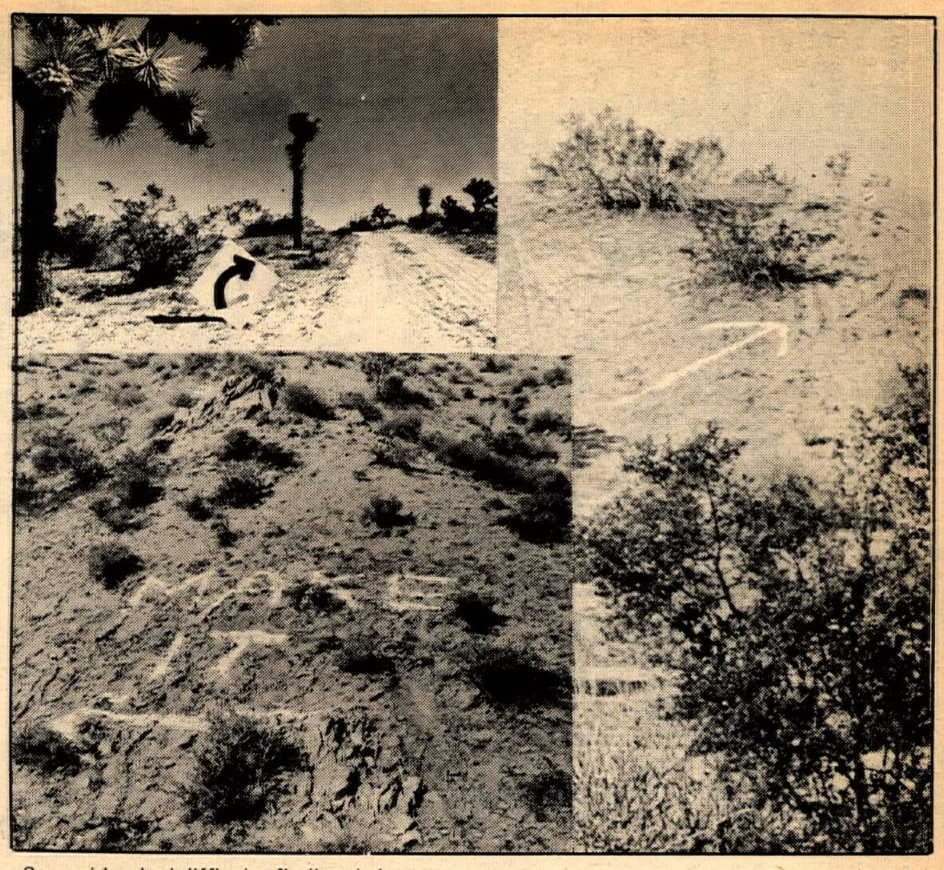
Meet the Layout Crew Chief...

itself after the check and sharp eyed J.N. saw the trail and started to cut cross crounty to pick it up. Fortunately before he got very far he caught himself. "Wait a minute," says he to himself. "I know there's got to be a check here some place. To the rear!" And with that he circled back and stormed the hill, to get that all-important little blue mark.

At the third check, where I was, J.N. was in the lead riding very, very smoothly and very fast. Tom Poteet was just a bit behind but clearly riding at this limit just to keep up. J.N. didn't even look like he was working hard.

Between checks two and three there was first a long, smooth sandwash and then some very flat open desert that looked good for about 80 mph. By the time the novices got around, that nice flat trail had been rutted up considerably and had developed some powder pockets that made riding difficult. Following Check Three there was an interesting downhill into a narrow canyon. Whether it was difficult or not depends on your experience. Lots of riders came to the edge, sort of gasped, and locked up everything. When they found the courage to start down, they proceeded in a sort of slow-motion, controlled crash all the way to the bottom. When J.N. got to the lip, he merely shifted – up!

Poteet didn't manage to hold his second spot. Pfutzenreuter and Wes Anderson, Jr. squeezed in between him and J.N. before the finish. Tom reportedly had to make a couple of stops to change plugs. Pfutzenreuter and Wes Anderson were actually racing into the finish and since they were both trying for first in the same class, it was watched by the spectators with more than casual interest. Neck and neck right up to the flag and then all interest in the race vanished as Pfutzenreuter lost it! Everybody scatters and five minutes later it's announced that Pfutzenreuter got the flag before he fell, giving him first 250 Expert. Wes got second 250. Second 500 Expert was



Some riders had difficulty finding their way...

Mike Patrick on a 360 Yammie, but he was beat overall by the 250's of Rich Shirey and Dave Brecker.

Down in 11th spot was the first 125 of the day, the rapid Rickman of Jeff Wright, while down a bit farther was the first amateur of the day, Terry Davis on a 360 CZ.

In the Trailbike Class it was Harley Bajaday as seven out of the first tenplaces appeared on the H.D.'s. First was Mitch Mayes and then came Larry Roseler and Doug Winchell, the first Amateur. Bet he won't be amateur for long!

As each rider came in, he was handed a small token obscenity so that he would remember the Red Dots next year. These were the finishing pins, the joined sculptured pendulums that strangley resembled a pair of immense mammaries (That's boobs, bubi!) They became an instant collector's item.

There was only one major complaint about the race and that came from a sizable portion of the Desert Foxes MC. Seems their pit crew couldn't find out where they were supposed to be and their riders couldn't find out where their pits were. This in spite of detailed instructions at the rider's meeting, lime, arrows, ribbon and the fact that you could see the pits from five miles up the trail. "I want you to know that your club blew it!" said a mad Ken Johnston. "And I want you to print that!" O.K. it's printed.

Most riders however did find their pits without difficulty and consequently had a very enjoyable time. "One of the better runs lately, don't you think?" said J.N. Yep, I did, but then I'm prejudiced.

(Results on page 26)

baja wins again!

Red Dots M.C.
Hare Scrambles
May 9, 1971

Trailbike Class
1st – Mitch Mayes – BAJA 100
2nd – Larry Roessler – BAJA 100

HARLEY-DAVIDSON

the Harley-Davidson outperformers

Rich Norgaard seems to have stretched his CZ another six inches as he glides over one of Carlbad's jumps. Norgaard had little difficulty winning his class.

NORGAARD EASY CMC WIN

By John Shedd

CARLSBAD, CAL., May 9, 1971 — Several days of rain preceeded Sunday's motocross at Carlsbad and made track conditions ideal. Even after the day's events were over there was no dust; the course was still ready for more action.

Jim Beauchamp took the win in the 125 Expert class after Bill Urban injured his hand while competing in the 250 Expert class. Urban won the first moto with Beauchamp only managing a third. However, Jim won the last two and that was good enough to take the class cash.

The 250 Expert class went to Marty Tripes as he led the pack past the checkered flag three times. Even though Tripes won all three motos Dave Smith made him earn every inch of ground. Smith crashed in the first corner in the first moto and in this race it was Urban that provided Marty's competition, but in the two following races it was anyone's guess as to who would be holding the lead on the last lap. Smith started out in front on the second leg but Tripes took over on the second lap. Two laps later Smith was again out in front, but when the moment of truth came Tripes was again out in front.

In the last moto Smith roared into the lead and Tripes was last man into the first corner, but three laps later he was pushing Smith for the lead. The pair swapped the lead several times and as Dave made his bid to regain the front spot with the checkered only a quarter of a lap to go he wound up plowing up some snow fence and Marty breezed on in for the win.

Rich Norgaard didn't have too much trouble taking home the winner's share of the 500 Expert money. Rich had all three motos wired and had no difficulty in holding his lead. Fred Gualda ran second in the first two motos but was never a real threat.

In the last leg Rich leaped out in front with Intermediate Al Newsom giving chase, but farther back in the pack was Randy Roche, the Intermediate who had taken first place honors in the first two motos and third overall. This time Roche appeared to have his sights set for Norgaard but the Expert wasn't an easy mark and he seemed to increase his speed as Roche pulled in behind him. Roche crashed only a few feet from the last lap flag and Intermediate Brad Brown moved into the second slot overall and first Intermediate. By the time Roche got underway again he could only manage a seventh so Brown's two seconds and one win gave him the victory.

Next week the CMC motocross crew will move into Orange County for another day of racing at Saddleback Park.

(Results on page 26)

Above left: Someone got confused and put the wrong wheel down first. Above right: Young Marty Tripes demonstrates a bit of the quickness that won him the 250 Expert contest. Below: Here are the champions of the Div. II of the 250 Juniors. D. Phillips (41K), the overall winner, leads at the first turn. D. Sherman is on the outside on his way to the third spot. Bashful K. Markley (233) hides from the camera but wasn't ashamed to take second.

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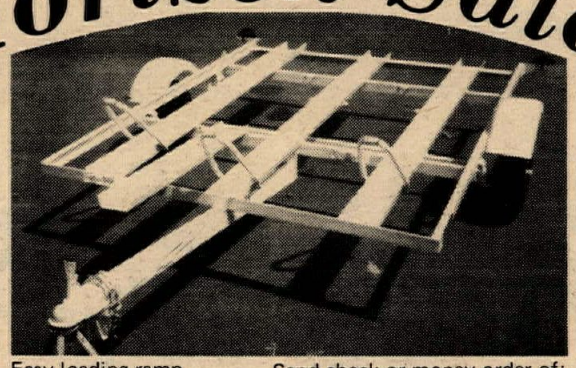

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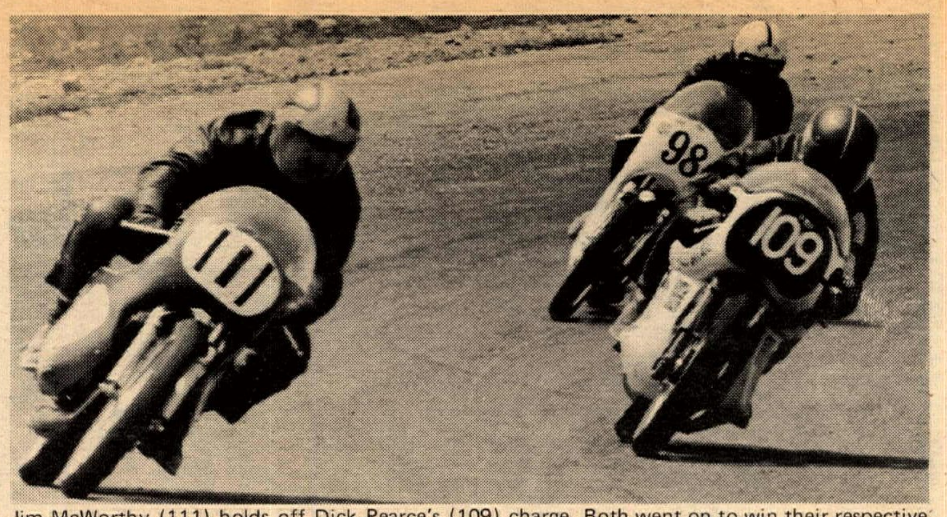
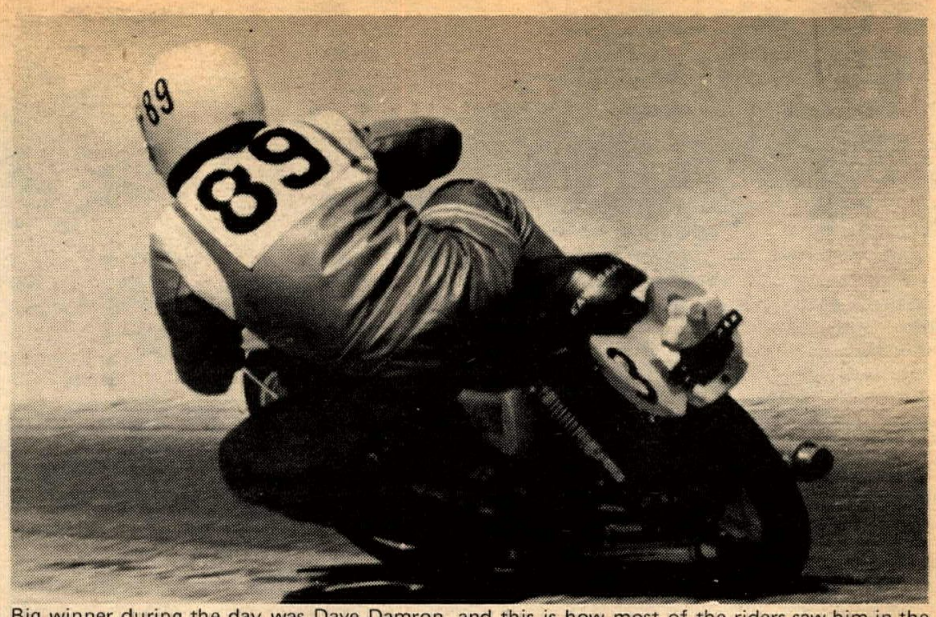


Jim McWorthy (111) holds off Dick Pearce's (109) charge. Both went on to win their respective class.



Big winner during the day was Dave Damron, and this is how most of the riders saw him in the 350cc and 500cc GP classes as well as the 350cc Production.

Damron Dominates RR

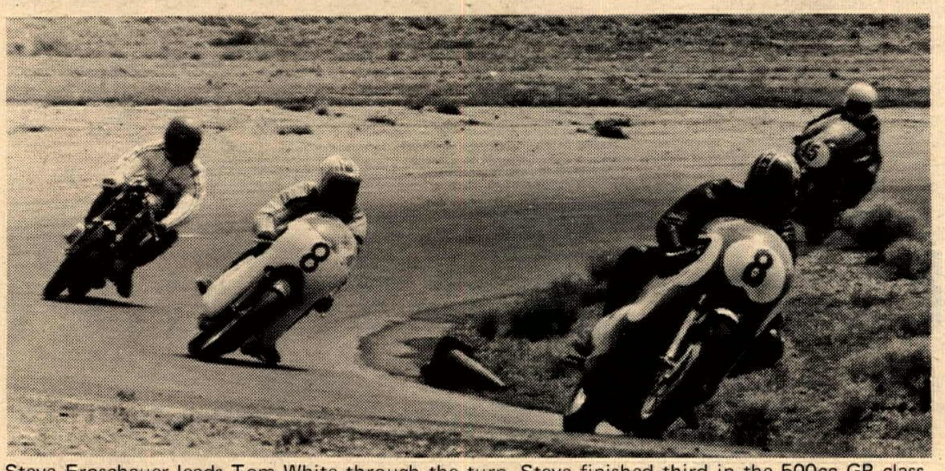
By Jon Stevens

WILLOW SPRINGS, CAL., May 2, 1971 – The high winds had added seconds to everybody's lap times and the usual BSA's, Hondas, and Nortons were absent. But there is always a person happy to fill the front ranks and Dave Damron was one of them.

In the Heavyweight Production event, Damron dominated the field on a Kawasaki 350, winning by a huge margin over teammate Geoff Mazon. Jimmy Chen held a comfortable second until the last lap; his bike decided to withdraw from the competition. Third went to Charles Gulyash who dueled with Mazon all the way.

The 350-to-Open Grand Prix was strictly a Kawasaki affair. Damron, Gary Lee Scott, and Steve Froschauer, all aboard the slick H1R's, went wire-to-wire until Damron gathered his second win of the day. First Open class bike was the Norton belonging to Cassetta; he was fourth overall.

The biggest surprise of the day was Richard Seifried whose Maico challenged and conquered the usually hard-to-beat Froschauer. Although Steve did not finish because of engine failure, Seifried's machine demonstrated more top-end speed over Froschauer's Yamaha. Colin Jones inherited a safe second only to run out of gas on the final lap. James McWorthy finally took up that position, followed by Ken Greene.



Steve Froschauer leads Tom White through the turn. Steve finished third in the 500cc GP class while Tom fourth in the 250cc class.

Phil McDonald's A&M-prepared Yamaha put it to the field in the Open Junior GP. Hugh Haugh ran a strong second on a Norton 750 followed by Jim Bianchi's Honda Four. Frans Vanderbrook nearly nipped Bianchi at the finish line on a quick 250 Yamaha.

In the Lightweight Junior GP, Bob Speier put a tremendous jump over the rest of the pack and held on all the way. Carl Murray spotted everyone nearly half a lap when his bike wouldn't start. He then proceeded to pick off the entire field, save Speier, for a strong second.

The final race of the day was the closely-contested 250 affair. Jim Evans, Steve Mallonee, and Mary Lunde each took a turn at the front of the pack. Evans capitalized on a driving error by Mallonee in the final moments and pulled his Kawasaki in for the win.

The day's action was marred by a grinding head-on collision involving Lucian Holy and Pat Evans. Both were warming up their bikes and probably watching their tachometers at the time of impact. Holy suffered severe facial injuries; Evans a broken arm.

(Results on page 26)

SILVER CUP SERIES SWINGS TO BOSTON

On Thursday, June 10, Bostonians will be treated to the spectacle of indoor motorcycle racing at Boston Gardens. The nation's top Novice, Junior and Expert indoor riders will be racing on the cement short track for a total purse of $5000. The evening's program begins at 8.

The event, sanctioned by the AMA, is part of the Yamaha Silver Cup indoor short track series. Similar events have already been run in Madison Square Garden; Long Beach, California; and Jacksonville, Florida.

Hensley, Powell Stop 395 Opponents

By Woody Schamel

ADELANTO, CAL., May 2, 1971 – Vic Hensley dashed the spirits of the 100 and 125cc Novices competing in the HRA TT races at 395 Cycle Park today by winning both classes on a Yamaha 90.

Meanwhile, Ron Powell had command of the Expert divisions as he posted wins in the 250cc and Special classes while on a Bultaco, then switched over to his Triumph and bested the Open competitors as well.

Gary Johnson, who was rolling along with 1005 HRA points, blew his Kawasaki in practice and had to scratch from the 100 Novice class. He then mounted a Yamaha and pulled in second to Hensley in the 125 class and took third against the 125cc Experts behind Ricahrd Sweaney (Kaw) and Rob Morrison (Yam) who were really dicing for the win.

It's hard to beat a confident rider and Don Williams was out to win the Open Novice class. Needless to say, he did just what he set out to. This guy really moves well for the weight he carries on that Montesa seat; he's smooth but quick off the line.

The track, dry and slick, had a fine groove. Off the groove it was a bit rough and this caused a pile-up on the first corner during the second 250cc Expert moto in which John Lindeberg suffered a broken collarbone. This was Lindeberg's first appearance on a track since being injured at Ascot Park in Gardena, Calif., in 1969.

He's optimistic, however, and says he'll get all together and make another comeback.

The HRA is planning to put in lights on the TT course so that night racing will begin on Saturdays during the summer. Coming up soon is the Dist. 37 TT Scrambles point run by the San Bernardino M.C. on May 16. There will be free camping on Saturday night.

(Results on page 26)

NEW AMA POST

Bill Boyce has been named by AMA Executive Director Russ March to serve as Coordinator of Professional Racing for the AMA. Record crowds and increased popularity which puts greater demands upon the Department of Professional Racing was cited as the reason for the appointment.

In his new position, Boyce will be working full-time with the department's director, Tom Clark. Since 1966, Boyce was District Referee for Ohio.

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2nd Randy Milligan – BAJA 100
3rd Jim Sumners – BAJA 100
4th Larry Roesler – BAJA 100
5th Don Olglebi – BAJA 100

HARLEY-DAVIDSON

the Harley-Davidson outperformers

2 Grahams Win Three

By Janet West

HOUSTON, TEX., May 2, 1971 — Bob Hanna (CZ) rode a beautiful race today in the 250 Experts against Bob Graham, one of the toughest men to beat in Texas. Hanna led Graham for 6½ of the 7-lap first heat but due to a bad start was edged out on a straight-a-way when Graham really turned his AJS on. The other two motos were Graham's as he stayed out front and did a bit of entertaining for the spectators — Bob still looks great doing a wheelie over the finish.

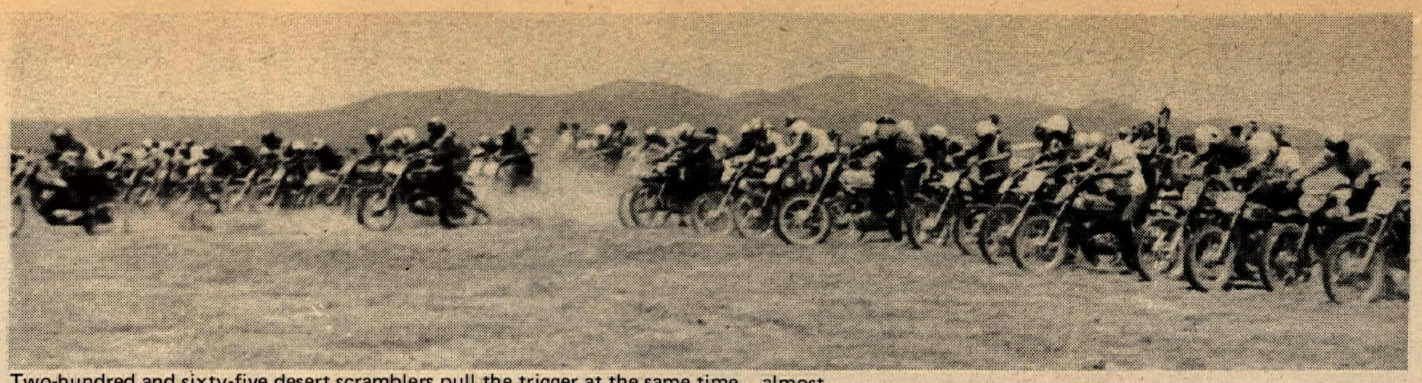
David Fowler (Bul) let everyone know he was around as he came in second overall, battling with Hanna and Jake DeBoe (CZ) all three motos. There was a three-way tie for second place in this class. By the time the third heat rolled around, the only composed rider in the group was Bob Graham, who had an undisputed first. DeBoe had problems again this week and bowed out of the race, leaving the second place battle to Hanna and Fowler. Fowler came out the winner.

The Open Experts also offered a good race with Ed Abbott and Wayne Booth fighting with Graham for the first place money. Neither CZ rider could catch Bob's AJS as he tore around the track to collect. Both Booth and Abbott were in contention for a second place win, and were fighting tooth and nail for the honors. Abbott finally got the edge over Booth.

The 125 Expert class is becoming more and more exciting as these riders begin to take racing seriously, giving the big bike classes a run for their money in popularity. Greg Graham was up and away on his Puch with David Fowler right behind him all the way. Freddy Hanna was in the third place slot this week, which is very unusual. Even though Hanna and Fowler tried, they weren't up to Greg's riding.

Craig Glover, riding 250cc Intermediates, is becoming a super-fast rider and will move up soon into the Senior class. Glover is one of the fastest riders at the track and with a bit of experience, he will be able to put his Montesa in there among the experts.

(Results on page 26)



Two-hundred and sixty-five desert scramblers pull the trigger at the same time... almost.

GERBER CHALKS UP UTAH WIN

By Terry Newfarmer
Photo by Judy Newfarmer

EUREKA, UTAH, May 2, 1971 — Eighty miles of powder dust awaited the 265 entrants to the Firebirds Hare Scrambles here Sunday — except for the few who blazed out in front, and then used the dust to help spread out their lead over the pack.

They were led by desert ace Preston Gerber of Lehi, on his 400 Husky, who often rides out of the established groove, and always on the very edge of control.

A single checker at the first checkpoint, and the fast-when-not-dusty course put a premium on the run to the smokebomb. Down a rocky hillside to the check, Gerber pulled away when Don Fuller's prototype-frame Yamaha 360 gave up in the gearbox, and a chain collision put Bob Brown (Utah's fastest motocrosser) and others out of contention.

After the first of four laps on the 20-mile course, Ossa-mounted Woody Lawhon started picking off the leaders, and lapping some of the slower 118 finishers. Lawhon was chased all the way by Steve Burgess and his Yamaha, and both on 250's, they took 2nd and 3rd overall.

Rising out of a long choppy sage flat, the course mostly wound through juniper and sage covered foothills, which made passing tough, because Utah sage gets about two feet high.

Water and encouragement at the checks for even the slow riders evidenced the Firebirds Club of Eureka's usual desire to gear their event to the competitors. The hangups were the ultra-slow signup, apparently caused by the need to have AMA and Utah Sportsman Riders Assn. memberships and the mentioned single checker, right after the smokebomb.

(Results on page 26)

Fowler Stuns Experts

By Don N. Strasheim

CORPUS CHRISTI, TEX., Apr. 25, 1971 — It is no longer uncommon for a rider to bring a pair of machines to a race and win two classes. David Fowler, however, took the next logical step and won three.

Fowler started by winning all three motos in the 125 Expert bash with Mike Rau on a diminutive Honda 100 close behind. In the 250's, Fowler put on one of his best rides, again winning all three.

In the Open Senior contest, Rau, of Port Lavaca, Texas, won the first round with Fowler's Bultaco close behind. The next moto was bad news for Rau as he dumped it on the first lap. Fowler took advantage of the misfortune and held on to the lead. The final moto was a charger from beginning to end as Rau took the lead, followed closely by Jake DeBoe of Houston, and Fowler. They finished in the same position after eight laps of hard racing but Fowler still was the low-point rider. Rau, also on a Bultaco, was second overall and DeBoe (CZ), third.

Jack Warren of Corpus Christi pulled a sweep in the 100 Sr. class on a Hodaka Super Rat.

Forest Glade Cycle Park will run its next motocross May 23 with a $300 purse for Seniors and four trophies for each class of Juniors. For further information, call (512) 854-7975 or write to Bay City Motocross, P.O. Box 1457, Corpus Christi, Texas, 78403.

(Results on page 26)

CHECK THESE TROPHIES!

Evel Knievel has announced that three new cars will be given as "trophies" to the first three placers in the Junior Division of his giant $10,000 purse AMA motocross on Saturday, June 22nd. First place Jr. will receive a new Toyota, 2nd place a new Volkswagen and 3rd will get a new Honda car.

AMA SPORTSMAN'S SHORT TRACK

SANTA ROSA, CAL. — The North Bay Motorcycle Club holds their annual benefit race at the Chris Beck Arena on Saturday night, May 15. It's an AMA sanctioned sportsman's short track program with classes for motorcycles below 250cc. Admission is $2 for adults, free parking and a free program with rider listings. Seating is limited to about 2,000. The Chris Beck Arena is at the Sonoma County Fairgrounds in Santa Rosa.

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125 Senior Steve Stackable gets a snort of fresh air and wins the race.

CenTex MX'ers Beat Heat

By Pete Szilagyi
Photo by Richard Creed

AUSTIN, TEX., May 2, 1971 – Jack O'Leary Jr. continued his winning streak in 95 degree heat at Austin Motosport Park this Sunday. Jack copped 250 and Open class wins on his orange Maicos.

The 250 Sr. class was easy prey for O'Leary and Ricky Lloyd (CZ), the second place finisher. Steady Dave Dismukes had mechanical problems with his scooter and fast Jack Hicks was still trying to get used to his new yellow CZ, so neither of these top riders were up to par. Randy Haws beat Hicks for third with a steady ride on his CZ.

There was a tie for second place between Don Osborne, Bill Kasson, and Bob Howard going into the third Open class moto. At the snap of the rubber band O'Leary shot into the lead with fourteen riders in hot pursuit. The race for second was close with Kasson, Osborne, and Howard making the tour in a tight pack. Finally, Osborne tired and dropped back to give his Maico a breather. On the second last lap Bob Howard's 400 Husky got crossed up on a fast straight and did a spectacular endo. The bike's frame was badly bent, but Bob's only injuries were superficial cuts and bruises. Kasson seemed to have second tied up until the final lap when his engine mysteriously quit.

The 125 Seniors had to be content with following the 16-year-old whiz-kids around the track. Jack Hicks (Pen) and Steve "Short" Stackable (Yam) aced the unusually small field with ease. Bob McKinley provided the only competition as he guided his de-spoked DKW to a third place finish behind Hicks and winner Stackable. Booba (Yup...that's his name!) Miller made a smooth transition from Penton to CZ and was third 250 Junior in behind Al Bigley's CZ and John Selmon's AJS.

Special mention should also go to eighth-grader John Hughes for his solid ride on a new Yamaha 90 MX. John can't touch ground with both feet at the same time yet he forced a lot of more experienced riders to eat his dust. Hughes learned the ropes on a Yamaha Mini-Enduro. I guess the Whizzer generation is dead...sigh!

(Results on page 26)

Husky Team Fares Well

By Dodie Stingley

DALLAS, TEXAS, April 25, 1971 – Husky dominated the Texas MX Assn. (T.M.X.A.) event held at the Dallas Golden Eagles Moto-X Park.

The brand new Husky Team, made up of Wyman Priddy and Anthony Jones, looked super sharp as they brought their trusty Huskies to a spectacular win, Jones in the 250 class and Priddy in the 500-Open Senior.

Big things were happening in the Junior class today also, as this was the climax to a six week series of races sponsored by T.M.X.A.

The highest score of points out of the series was won by Mike Crowley (Bul), winning for himself a Yamaha Mini Enduro. Second prize went to Jody Foust (CZ). Jody received Torston Hallman moto-x boots, leathers and gloves, goggles, chest protector and rock guard. Third prize was a Bell Star helmet, $25.00 cash and a 450 Metzler tire, going to Phil Oliver (Hus). Ronnie Williams won fourth place, receiving moto-x boots, $25.00 cash and a rock guard. A racing jacket, custom handlebars, and T.H. gloves, plus a universal tie down went to Dickey Nowell (Mon) for fifth place. Six went to Jerry Boren (Yam), the prize was a helmet and goggles.

It was a most exciting series, and another one will be coming up real soon.

(Results on page 26)

Lubbock Downs Begins Season

By Fran Compton

LUBBOCK, TEX., April 25, 1971 – "Half-Mile" Lubbock began its 1971 racing season at Lubbock Downs as all the flagmen and starters had to dispense with the bill caps and wear more appropriate Ten Gallon Hats.

The race of the day was the 250 A/B Main as Mark Speed (Bul) and Dan Jackson (Bul) exchanged leads with never more than a few feet separating them. Speed finally pulled it out on the last lap. Jackson has just made the switch to Bultaco this year and if his riding style is any indication, he is going to be a formidable rider shortly. David Fischer (Bul) was riding "catch-up" but didn't have the experience or the speed to pose a threat.

James Gray (BSA) and Ricky Billings (Suz) had everyone on their feet during the 250 Novice Main. Billings had it out of the chute but couldn't hold off Gray whose steady riding had brought him through the preliminary heats.

Gary Bailey (Yam), first year Amateur, dominated the Open Class on his 350 Yamaha, leading by nearly half-a-lap, second place Bill Hotchkiss, also Yamaha mounted.

Consistency sums up the 125 Main as Freddy Haltom (Yam) took the lead away from Kelley Guinn (Yam) and kept it to the finish.

Next race is May 30.

(Results on page 20)

AMXT CONTRIBUTORS

MARK NIXON, San Bernardino, Ca.; DAN BRIDGETT, South Field, Mich.; BRADLEY A. DAVIS, Wakefield, R.I.; T. R. BOGLE, Downey, Ca.; J. A. MEYERS, W. Winfield, N.Y.; HANNA SCHOTT, Mattawa, WA.; ALVIN S. CAIN, Holley, N.Y.; T.P. McDONNELL, Gulfport, Miss.; DAVID S. CISCO, Mt. Clemens, Mich.; FORREST DORNIK, Oregon City, Ore.; EUGENE CONNELLY, San Diego, Ca.; JERRY PAKOVICH, Edwardsville, Ill.; HARRY A. FISHER, Concord, Ca.; RICHARD JOHNSON, Windsor, Conn.; B. L. HANEY, APO New York, N.Y.; PETER C. JENSEN, Irvington, N.J.; MIKE & TROY HARRIS, Benton City, Wash.; F.C. CHRISTIAN, Burbank, Ca.; JOHN KOSOTSCHKOW, Paterson, N.J.; RUSS WIEHN, Marysville, Ca.; M.S. TONNING, Foreest Hills, N.Y.; DICK GARIEPY, Barre, Mass.; KEN KLINGBEIL, Sepulveda, Ca., and PETE KOSMOS, Fairless Hills, Pa.

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4/4/71
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3rd Overall
Mitch Mayes – Baja

Shamrocks Enduro
April 25, 1971
"A" Trailbike Class
1st Walt Baehr – BJA 100
"B" Trailbike Class
1st Greg Ekins – BAJA 100
2nd Tom Sawyer – BAJA 100
HARLEY-DAVIDSON
the Harley-Davidson outperformers

The Home Workshop

By Rod Breaker

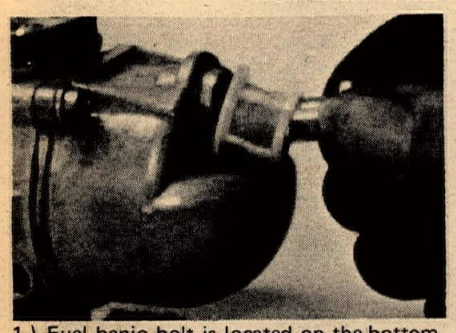
CONCENTRIC AMAL CLEAN-UP

By Rod Breaker

Amal Carburetors most recent contribution to the fine sport of motorcycling has been their new 600 and 900 series carburetors, more commonly referred to as the Concentric Carburetor due to the proximity of the flat chamber to the body proper.

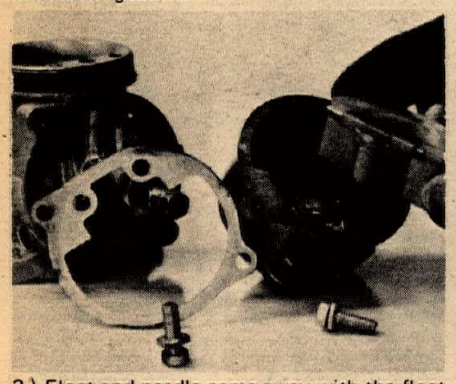
As it is now coming as stock equipment on the English machines, it is naturally falling into the hands of the American rider who must take it apart to see what it is like (normally under the pretext of cleaning it).

If your machine is so equipped and you feel that it is time your carbs had a going over, here is a step by step picture strip to help you along, so have at it.



1.) Fuel banjo bolt is located on the bottom, plastic filter gauze is retained in banjo, clean thoroughly for proper fuel flow.

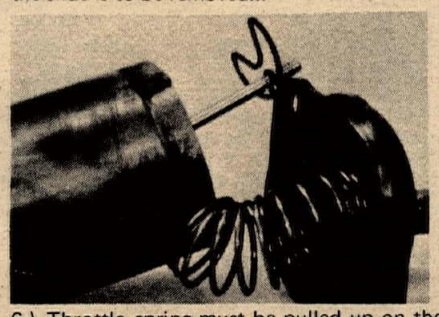
2.) Float chamber is held in position by two Phillips head screws. Carb should have been drained of gasoline.



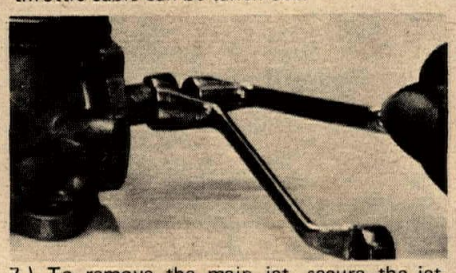
3.) Float and needle come away with the float chamber. When reassembling, make sure the needle is hooked into the float. Gasket should be replaced.

4.) Two more Phillips head screws secure the carb top and must be removed for access to the slide and jet needle.

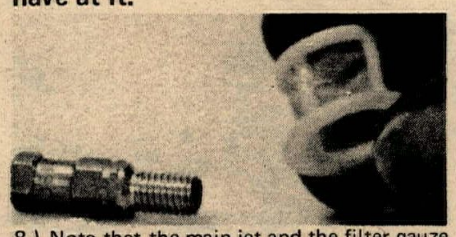
5.) Cover, spring, slide and jet needle are normally left hanging on the machine, but if the slide is to be removed...



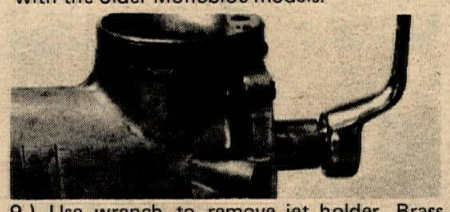
6.) Throttle spring must be pulled up on the cable and jet needle removed before the throttle cable can be taken out.



7.) To remove the main jet, secure the jet holder with one wrench while removing the jet with another.

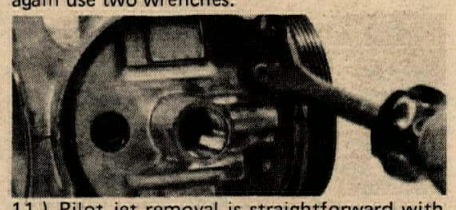


8.) Note that the main jet and the filter gauze are the only parts that are interchangeable with the older Monobloc models.



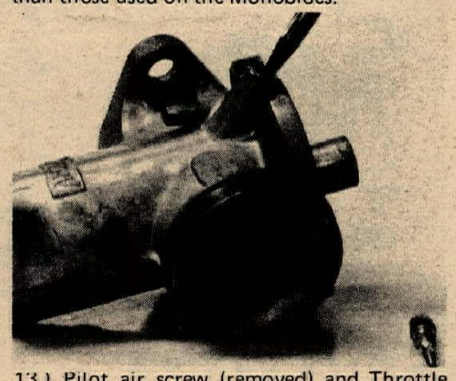
9.) Use wrench to remove jet holder. Brass choke tube in carb orifice is pressed in and will not fall out nor should you try to remove it.

10.) Needle jet seldom has to be removed from jet holder, but if you wish to do so, again use two wrenches.



11.) Pilot jet removal is straightforward with regular screwdriver. Pilot jet must be unobstructed for proper idling, use air to clean.

12.) Mounting "O" ring should be inspected and replaced if bad. Ring is smaller in size than those used on the Monoblocs.



13.) Pilot air screw (removed) and Throttle adjusting screw are removed with screwdriver. Note that rubber "O" rings are used to hold settings instead of springs as on the earlier carbs.

14.) Here it is completely stripped ready for reassembly in reverse order. Tickler is not removable, so it is left in the body. When assembled, set the pilot air screw 1½ turns out from bottoming.

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It looks and smells like the Magnum, but there the similarity ceases. The new Super Magnum is safer, lighter, quieter, and wait till your feel that sexy brushed nylon interior against your naked face.

Available in silver, or white or orange on special order. Hat size configurations, 6½ through 7½. Still costs $49, at your dealer. (S.H.C.A., Snell '70 and AMA Group 1 approved and exceeds A.N.S.I. Z90.1-1966 specifications. Watch Cycle News if you want to find out what THAT means.)

BRAND NEW BAG

Helmet bags are swell for the person who doesn't even have a helmet – they make cheapie overnight bags and people think you might be Cal Rayborn. Buco's is made of waterproof vinyl with fabric liner, a heavy zipper, and sturdy handles, in Buco Blue.

If shields turn you on Buco will answer your innermost desires. The Flip-Up Comp Shield is a handy item that fits along the front of the visor. Made from the finest materials, it meets the strictest competition specs. So does the Vista Visor and Shield, in fact. This baby offers complete air circulation and eye protection and comes in decorator

colors, too. Visors are black, white, blue, smoke, or red and 3-inch shields are smoke, blue, clear, or green. Another clear one is 6 inches long. Write to BUCO Products Division of American Safety Equipment Corp., 16055 Ventura Blvd., Encino, Calif. 91316.

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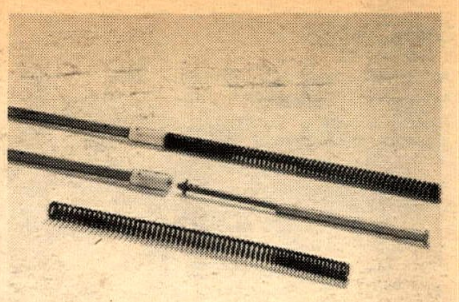
It's because they distribute Benelli motorcycles and they know Benelli is going to be the hot item this year.

Jim McLaughlin, Phil Elwell, Ed Duengel, and Larry Wise ceremoniously present the new 65cc Mini-Enduro and 175cc Enduro to dealers who attended the Benelli Dealers Service School on April 22 and 23.

TABLE-TOP THRILLS

Carl Casper's show-stopping Shaker Trike has been molded in a 1/16 plastic form by MPC. If you can find somebody to buy the glue, spend a couple of evenings oogling all the chrome ("chrome"), the deep-dish Cragar mags, the replica Chevy 327 with dual quads, all in painstaking detail. Over a foot long.



IMPROVING THE BREED

Mike Patrick and Phil Bowers didn't win the Baja and Mint for a lark. They were busy developing a system that would improve the damping of the stock Yamaha forks. The results of their research can be yours for a nickle less than fifty dollars. The DT-1 and RT-1 fork conversion kit consists of a Teflon piston, chrome-vanadium dual-rate springs, and "the unique recirculating tubes which keeps the fork oil in the reservoir" for positive control. No machine work. Interested? Send two bits to Pacer, Dept. B-26, 17841 E. Valley Blvd., City of Industry, Calif., 91745.

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SUNDAY, MAY 23

ACA RR, Riverside (Ca.) Raceway. $8 mail (extra class/bike $1), 106 N. Claudina, Anaheim, Ca., $15 post. $2.50 gate. 10:30 a.m. 714/774-3222.

ACA TT/ST, South Bay Speedway, San Diego, Ca. $5 post (250/Open), $3 post (125). License req. 714/774-3222.

CMC MX, Carlsbad, Ca. $5 mail (5/18), $10 post. 10 a.m. Box 1402, Costa Mesa, Ca. 92626.

CMC CENTRAL MX, Dunlap (Ca.) Cycle Park. 10 a.m. $5 post. Silencers requested. Info: 209/734-6131.

ST, Monterey Bay Rams, Monterey (Ca.) Co. Fairgnds. Noon. $2.50 gate. "C"; D-35 rules. 408/373-3629.

H&H by Antelope Rambers, limed from Wagon Wheel, D-37 pts. $4.25. (213) 641-0428.

TT SCRAM, Lightweights. Perris, Ca. D-37 pts. "C" trac. Ultra & Ltwt, sign 7 am, Hwt. 11. (714) 983-6367, (714) 987-4488.

BENEFIT MX, Corona Raceway, Ca. Mini-MX, $1. $3 post, $2 gate, kids $.50. (714) 688-5484.

EURO SCRAM., SRA, limed from Calif. City, Ca. Beginners, novices only. Sign 6 am (714) 735-4640, (213) 370-8234. Camp.

ST, Monterey Bay Rams. Monterey Cnty. Frgnds, Ca. D-35 pts. Sign 8, race noon. 1005 Via Verde, Monterey, Ca. 93940. (408) 373-3629.

POKER RUN, Road Runners. Sign-in House of Honda, 1810 S. Chester Ave., Bakersfield, Ca. $3.75, SCMA $3.50. (805) 832-2001.

SCRAMBLES, Campbell. Cycle Hills, Uvas Rd. nr. Gilroy. "C" trac. Sign 7:30 am, $2 ride/watch. $$$ for silencer. (408) 241-6443, 251-3331.

SCRAMBLES, Stockton. Lodi Cycle Bowl. $2 ride/watch. Sign 8, race noon. Box 1843, Stockton, Ca. 95201.

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May 16—Southbay Speedway
Road Race—MX
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ACE

Motocross Schedule
& up coming events

at
Indian Dunes Park

May 9 — Motocross
May 16 — AMRA Mini Bikes
May 16 — Backwards MX*
May 23 — Motocross (on 3 mile course)
May 30-31 — Team Race * ($2000 Purse)

*Mail entry this event

ACE
28700 Saugus—Ventura Rd.
P.O. Box 174, Newhall, Cal.
Info (805) 259-8000

MOTOCROSS, Oak Creek Ranch, between Tehachapi & Mojave, Ca. 213/376-4573.

MX, Sidehack Assn., Bay Mare Pk, Somis, Ca. 9:30 a.m. $3 mail (5/19) 1914 Warren, San Fernando, $5 post. D-37 pts. 213/367-7410, 322-5584.

EURO SCRAM, Coachella Valley. Lime: Blythe Jct., Indio, Ca. 9:30 a.m. $3.75 post. Info: 714/328-1556.

MX, A.C.E., Indian Dunes, Valencia, Ca. $500 purse (Sr), 50% brass (Jr.) Info: 805/259-8000.

MX, HRA, 395 Cycle Park, Adelanto, Ca. $2.50 post, $1.50 gate, HRA card ($3) req. 10 a.m. Free camp.

TT, HRA, Huntington Beach (Ca) Cycle Park. 10 a.m. $2.25 post, $1.50 gate, HRA card ($3) req.

OLD TIMERS' RACE at Indian Dunes. Anyone over 40.

WEDNESDAY, MAY 26

SPEEDWAY, Kern Co. Frgnds., Bakersfield, Ca. 8:30 pm. Free parking, program. (213) 793-1558.

ACA ST/TT, El Toro, Ca., Spedwy. I-5 & El Toro Rd. $5 mail (5/24), $10 post. 7:30 pm. (714) 774-3222.

THURSDAY, MAY 27

CMC MX, Ascot Pk., Gardena, Ca. $5 post. Night. (213) 323-9710.

TT/FT, Trojan Spdwy, South Gate, Ca. Night. (213) 862-0229.

FRIDAY, MAY 28

½-MILE, Ascot Pk., Gardena, Ca. Nite. (213) 323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. $2.50 adults, 12-16 yrs. $1.50, kids $.50. (213) 793-3927.

SPORTS SCRAMBLES, American Cyn., Vallejo (Ca.) Speedway. 8 pm. $2 ride/watch. "C" trac. (707) 644-0741.

SATURDAY, MAY 29

SCRAM, Shasta. Happy Valley Rcwy, 11 mi. W. of Anderson, Ca. 8 pm. $2 ride/watch. (916) 365-7753, 365-1709.

TT, Elsinore Race Track, Elsinore, Ca. 7:30 pm. Off Hwy 71.

SPORT ST, Valley. Cycleland Spdwy. 14 mi. S. of Chico, Ca. 8:30 pm $2 ride/watch. 3 no. plates. (916) 342-9302.

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. (213) 862-0229.

May 23, 1971
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Race 10:00
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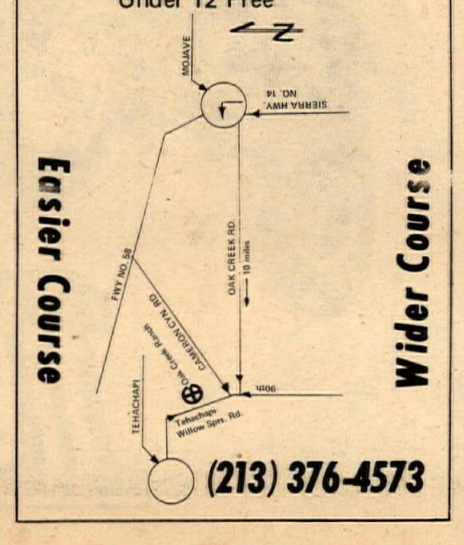
Admission $1.50
Under 12 Free



(213) 376-4573

SAT. & SUN., MAY 29-30

ENDURO, Pasadena. 25th Annual Greenhorn, AMA. Street legal. 6 am.$12, Sunday only, $7. 817 Chehalem Rd., La Canada, Ca. 91011.

MONDAY MAY 31

SCRAMBLES, Lodi. Lodi Cycle Bowl, 5801 E. Morse Rd., Lodi, Ca. Gate 8:30, race noon. $2 ride/watch. (209) 368-7182.

MX, CMA. Experts. 5800 Bacchus Hwy (Hwy 111), Salt Lake City, Utah. Also passenger, ATV race. Sign 12:30, race 1. 904B E. 2nd South, Salt Lake City, Utah 84102. (801) 364-8622.

SUNDAY, MAY 30

MX, Lompoc Slo-Pokes. Limed Hwy. 101, Santa Maria, Ca. Near Jct 166. D-35 pts. 10 am. $3.50 post, adm. $1.50. (805) 736-6363, 735-1177.

4-STATE MX, CMC. L-D ranch nr. St. George & Springdale, Utah. Box 1402, Costa Mesa, Ca. 92626.

MX, CMA. Novices. 5800 S. Bacchus Hwy. PP & Minis. Sign by 12:30, race 1. Adm., entry $3. 904B E. 2nd South. Salt Lake City, Utah 84102.

H&H, POKER RUN, Ridge Riders. Entry $4/$3. Ballinger Cyn 55 mi. N. of Ojai. Dry camp, spark arresters. (805) 482-6735, 485-2842.

MX, Ensenda Baja Racing Assn., Av. Gastelum y Septima, Ensenada, B.C., Mex. Gates open 7:30, race 10. Camp from Friday.

TRIPLE-HEADER: M-X, Drags & RR. Rusty Bradley, Bently Hardwicke Memorial by SMRA at Green Valley Raceway N. of Ft. Worth, Tex. Info: (915) 949-1030.

NATIONAL MOTORCYCLE IS WATCHING NOW

As the popularity of motorcycle competition grows, so does the need for organizations such as Rescue 3 and the International Racing Radio Crew. The newest among these is the National Motorcycle Patrol.

Like the others, the Patrol is a volunteer, non-profit organization that will render First-Aid and rescue operations to victims of motorsport accidents, and will promote safety.

Operating in the northern California area, each Patrolman carries a current Red Cross Advanced or Instructors First-Aid, is probably active in racing, and is quite familiar with all the problems surrounding accidents.

Bill Sunderland, an enthusiast as well as insurance underwriter, currently heads up the organization and expresses an interest in expanding into other parts of the state. He also spends a lot of time at local legislative hearings to remind councilmen of the responsibility motorcyclists accept within their own ranks. "I go to some meeting nearly every night. When they start to put a curb on a supposedly dangerous sport, I stand up and remind them of our activities. They are surprised to find out an organization like the Patrol exists."

The Patrol does not solicit or accept money, donations, any other form of compensation for first aid rendered.

For more information, contact the National Motorcycle Patrol, 11 Harwood Court, Lafayette, Calif., 94549, (415) 284-9569.

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June 6 July 4
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MX'ers Battle Elements Selves

By Gale Deck

BISHOP, CAL., April 18, 1971 — In spite of cold weather and gusty winds more than 1000 spectators and 126 riders gathered for Bishop's second race of the year. Exciting races, one immediately after the other occurred as the Seniors competed for $500 in cash and the Juniors for fine brass.

Randy McCoy of Bishop took on Jim Heath of Inglewood, Calif. In the second moto Jim won by just almost a bike-length but the first and third motos were all Randy's; The third moto was his by some 45 seconds. Some say his throttle stuck open when he came off the line, others say he's just quick, at any rate his 400 Husky is fast.

The 250 Sr. class saw Dave Rodgers of Simi, Ca. take home first place money. It was quite apparent that his new Bultaco gave him no trouble, and it was a good thing because Dave Williams of Ridgecrest, Ca., and his Yamaha were right on Rodgers' tail most of the time, but had to settle for second. Again Randy McCoy was there, this time on his 250 Husky, and he took home third place money.

My friend Jerry Eyre (Fat Al) came up from Ridgecrest with one intent, to win, and win he did. That CZ must get max-trac when Ol' Al scoots back on the seat then dials it on. I know Mike Hamel and his 360 CZ are fast but all he could do is chase Jerry all day. Mike did take home second place brass in the Open Jr. class just ahead of Husky-mounted Greg Wincel from China Lake, Ca. Fat Al is about five feet short and two hundred fifty pounds light.

(Results on page 26)

REVIEW BOARD UPHOLDS DISQUALIFICATIONS

WORTHINGTON, OHIO, April 30, 1971 — Chairman of the Competition Congress, Russ March, met with two members of the Congress, Paul Schlegel and Gunnar Lindstrom, today to review the protest filed by Ron Pierce and Jody Nicholas who were disqualified in the 125-Mile AMA National at Atlanta, Ga., on April 25.

Referee Charlie Watson had disqualified the two Suzuki team riders from the results of the event because they had established their pit area on turn seven of the track, on the opposite end of the course from the designated pit area.

After reviewing the case March, Schlegel and Lindstrom upheld Watson's decision, denying the filed appeal by the pair. In addition, Pierce's license was suspended for 15 days due to his actual use of the pit crew when he stopped and took on fuel. Nicholas never stopped, but was signalled by the crew to do so; he ran out of gas before reaching the pits.

The reasons given for the decision came from the AMA Professional Competition Rule Book, Chapter XVII, Section B, Rule 1, allowing a referee to take action against any rider guilty of specific rule infractions "or any other conduct detrimental to the meet." Watson's report on the event states that he considered the action to be detrimental to the safety of the race.

Trade Topics

BMW HIRES PR MAN

Richard A. Ager, formerly in the Catalog Advertising Department of the J.C. Penney Co., Inc., New York, has been appointed Advertising and Public-Relations Manager for Butler & Smith, Inc., Norwood, New Jersey, exclusive importer and distributor of BMW Motorcycles.

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Reg. listing _____ Services listing _____

MOTOCROSS
So. Cal. Sidehack Assn.
Bay Mare Park
May 9, 1971 (P)

125 NOV. DIV. I
John Steeber Jr. Yam
Larry Robertson DKW
Steve Watmore Yam
125 NOV. DIV. II
Danny Wade DKW
Joe Root —
Randy Greenwell Yam
125 NOV. DIV. III
Rick Reinig Pen
Keevan Acevedo Bul
Mark Thomas Pen
125 AM/EX.
Tom Zantner Hod
Ted Novak Yam
Gary Bevins Yam
250 NOV. DIV. I
Craig Humber CZ
Jef Harriott CZ
Randy Berkeley Mai
250 NOV. DIV. II
Mark Hovater CZ
Don Campbell Bul
Steve Kohler Ric
250 AM/EX.
Dean York AJS
Mike Chamberlain Mai
David Pessy Oss
OPEN NOV.
Paul Hendricks Hus
Louie Lima Hus
Lorenzo Garley CZ
OPEN AM/EX.
Bob Archer Mai
Joe Veillon Mai
Terry Bilton Mai
MINI-HACK
Pilot—David Moffitt Hon
Pass.-Kenny Erickson
Pilot-Paul Sneider Hon
Pass.-Nick Soteros
Pilot-Tony Masella Hon
Pass.-David Krohn

BLOWSAND DERBY
Coachella Valley M.C.
April 18, 1971

100cc
G. Hawks H-D
B. Tarling Suz
E. Elkins Hod
125cc
J. Rogers Suz
B. Larson —
M. Matlock —
250cc
D. Diffey
J. deWindt
S. Dows
OPEN
T. Muto
F. Fisher
J. Kulek

HALF-MILE
Lubbock Downs
Lubbock, Tex.
April 25, 1971
By Fran Compton

OPEN
Gary Bailey Yam
Bill Hotchkiss Yam
Les Reynolds Hon
250 A/B
Mark Speed Bul
Dan Jackson Bul
David Fischer Bul
250 NOVICE
James Gray H-D
Ricky Billings BSA
Rob Robertson Bul
125 NOVICE
Freddy Haltom Yam
Kelley Guinn Yam
Reggie Gamblin Kaw

ACA ROAD RACE
Willow Springs, Calif.
May 2, 1971
By Jon Stevens

JR. G.P. CLASSES
50cc
Richard Musser Ita
Chris Smith Ita
100cc
Gary Lucas Hon
175cc
Pete Kushdilian Bri
John Morton Bri
Bruce Martin Bri
200cc
Bob Speier Suz
Carl Murray Suz
Wes Cooley Gre
250cc
Phil McDonald Yam
Frans Vanderbrook Yam
Louis Hite Yam
350cc
Mike Devlin Hon
Tom Page Kaw
Tom Milligan Yam
500cc
John Gallagher Hon
John Serra BSA
Tom Arnold Suz
OPEN Bruce Haugh Nor
Jim Bianchi Hon
LT. WT. PRODUCTION
50cc
Lonny Singer Ita
125cc
Phil Thompson Yam
Sid Chambers Sar
175cc
James McWorthy Bri
John Morton Bri
Bruce Martin Bri
200cc
Frank Smith Bul
Al Mark Bul
SR. G.P. CLASSES
50cc CL. I
Jim Evans Suz
Sid Chambers Tar
50cc CL. II
Don Wicks Yam
Hans Bertelson Mon
125cc
Richard Seifried Mai
Ken Greene PRS
Dick Carlson Kaw
175cc
Jim McWorthy Bri
Frank Smith Bul
200cc
Dick Pearce Gre
250cc
Jim Evans Kaw
Steve Mallonee Yam
Marty Lunde Yam
350cc
Dave Damron Kaw
Chief Galbraith Kaw
500cc
Dave Damron Kaw
Gary Lee Scott Kaw
Steve Froschauer Kaw
OPEN
Richard Cassetta Nor
HVY. WT. PRODUCTION
Geoff Mazon Suz
Bob Speier Suz
Wes Cooley Kaw
350cc
Dave Damron Kaw
Tom Page Kaw
Albert Maddox Hon
500cc
Charles Gulyash Kaw
Eric Dodd Kaw
Tom Arnold Suz
OPEN
Jim Bianci Hon

CROSS COUNTRY
Drifters M.C.
White Slamon, Wash.
May 2, 1971
By Norman Stone

100cc
Alan Heuston Hon
Bob Haynes Hod
J. Lacey H-D
200cc
Phil Austin Kaw
Ed Blower Hon
Pat Wedrick Yam
250cc
Dewain Beard Gre
Stu Osborne Yam
Dave Alloway Yam
OPEN
Norman Stone Hon
Jim Watts Oss
Bjarne Jensen Hon

FIREBIRDS SCRAMBLES
Eureka, Utah
May 2, 1971
By Terry Newfarmer

OPEN
Preston Gerber Hus
Grant Pearson —
Ron Baker Hus
250
Woody Lawhon Oss
Steve Burgess Yam
Ken Guio Hus
200
Mike Pearson Kaw
William Terry Kaw
Dean Larson Yam
125
Ken Archibald Yam
John Harmon Hon
Mark Nelson Kaw
100
Lamar Walker Hod
Larry Bouden Yam
Spence Swindle Hon

RESULT CORRECTIONS

Ted Alexander, listed third in May 1, 125cc 5 or Less class at Bay Mare Park, is actually Tom Alexander.

SKIING/MOTOCROSS
TEAM RACE
Mammoth Lakes, Calif.
May 1-2, 1971 (P)
By Tom Johnson

GIANT SLALOM
Gary Boyce 1:10.0
Steve Thompson 1:11.2
Scott Campbell 1:11.4
Steve Paladino
MOTOCROSS
Randy McCoy Hus
Steve Thompson Hus
Danny Thompson Hus
Gary Boyse Hus
Bunky Carter Hus
Scott Campbell Hus

ACA TT & SHORT TRACK
El Toro Speedway
May 5, 1971 (P)
By Rich Hoffman

125cc JR. TT
Tom Doty Hon
David Carlson Yam
Roy Widener Kaw
125cc SR. TT
Scott Smith Yam
Phil McDonald Yam
Bob Sanders Kaw
250cc JR. TT
Jim Hendry Oss
Rich Isbell Oss
Brad Stankey Oss
250cc SR. TT
Mike Myers Yam
Scott Smith Yam
Charles Gann Bul
500cc JR. TT
Joe Jones BSA
John Calicchio Yam
500cc SR. TT
Bob Frauenberger Bul
John Isaacs Yam
David Tudor Tri
125cc JR. ST
Robt. Crecelius Kaw
Tom Doty Hon
Ty Scott Yam
125cc SR. ST
Scott Smith Yam
Phil McDonald Yam
Dave Fletcher Yam
250cc JR. ST
Jim Hendry Oss
Brad Stankey Oss
Tony Dell Oss
250cc SR. ST
Chuck Gann Bul
Phil McDonald Yam
Mike Myers Yam
500cc JR. ST
John Calicchio Yam
500cc SR. ST
John Isaacs Yam
Bob Frauenberger Bul
Gary Lane Yam

TT SCRAMBLES
Vallejo Speedway, Calif.
April 30, 1971
By James Brammer
(Unofficial)

650cc EXPERT FINAL
Ken Helling Tri
Bill Budde Tri
Roy Winters BSA
500cc EXPERT FINAL
Jim Foley Yam
Jim Sailtone Mai
250cc EXPERT FINAL
Jim Foley Yam
Mike Renslow Bul
Bill Budde Bul
650cc AMATEUR FINAL
Dave Russell Tri
Ron Dotson Tri
500cc AM. FINAL
John Redmond Mon
Harry Clingan Bul
350cc AM/EX. FINAL
John Hall Hon
91H Kaw
250cc AM. FINAL
John Redmond Bul
Tom Koprioa Bul
Leon Guloro Bul
200cc AM. FINAL
Jerry Bohon Bul
Gary Tonka Bul
Rick Lewis Bul
125cc AM/EX. FINAL
Neal MacDannald Mon
Danny Leet Yam
Larry Drew —
650cc NOV. FINAL
Conrad Saxelby Tri
Cliff Sevetti Nor
500cc NOV. FINAL
Steve Shaw Mon
Kent Johnson AJS
350cc NOV. FINAL
Roy Carter Kaw
Mike Walter Hon
250cc NOV. FINAL, A
Louis Egan Bul
John McIllmoyle Bul
Steven Whitney Bul
250cc NOV. FINAL, B
Douglas Wright Bul
Roy Taboada Bul
John Taylor Bul
200cc NOV. FINAL
Steve Powell Bul
Terry Ottom Bul
175cc NOV. FINAL
Ron Kesler Yam
Eddie Jacques Hon
Tom Tyrrell Yam
125cc NOV. FINAL
Danny Jenson Suz
George Combs Yam
Mark Smith DKW
100cc NOV. FINAL
Bill Wailson Kaw
307H —
Kirk Tardiff Suz

MOTOCROSS
Cyclesport Race Track
Houston, Tex.
May 2, 1971
By Janet West

OPEN NOVICE
Larry Priano Suz
Tom Dunkliin —
Dennis Teeter Hus
Lee Trent Suz
OPEN INTER.
Frank Perkins —
John Johnston Suz
Ben Goodwin Yam
Larry Nedges Suz
OPEN EXPERT
Bob Graham AJS
Ed Abbott CZ
Wayne Booth CZ
Jake DeBoe CZ
250 EXPERT
Bob Graham AJS
David Fowler CZ
Bob Hanna CZ
Robbie Esterlein Hus
POWDER PUFF
Cecile Hanna DKW
Donna Barnes Yam
Donna Robinson —
Donna Weitinger Pen
100 NOV.
David Faulkner —
Roddie Dement —
John Cochran —
Gene Brown —
125 NOVICE
Bill Walling —
James Barnes —
Tim Tolleson —
Charlie Cox —
125 INTER.
Rex Easley Jr. —
Bill Greene CZ
Richie Jones —
Traciel Parker Yam
125 EXPERT
Greg Graham Puc
David Fowler —
Fred Hanna Pen
Rob Riggs Yam
250 NOVICE
Craig Glover Mon
Richard Nutt —
Arlin Ingebretson —
Charlie Cox —
250 INTER.
Stan Stearns CZ
James Frazier —
Joe Linn Mon
Jerry Conner —

SPEEDWAY
kern Co. Fairgrnds
Bakersfield, Cal
May 5, 1971
By Dennis Greene

FEATURE MATCH RACE
Larry Shaw over Steve Bast
SECOND DIV. MAIN
Eric Olssen
Sumner McKnight
Ed Schweitzer
SCRATCH CON.
Rick Woods
Rick Blake
Mike Bast
SCRATCH MAIN
Larry Shaw
Sonny Nutter
Steve Bast
HANDICAP CON.
Steve Bast
Ed Williams
Mike Konle
HANDICAP MAIN
Rick Woods
Mike Bast
Larry Moon

NEVADA SHORT TRACK
Reno, Nevada
FINAL STANDINGS

OVERALL POINTS
Ken Wood, Sacramento, Calif.
100cc NOVICE
Tim Bell, Sun Valley, Nev.
125cc NOVICE
Ken Wood
200cc NOVICE
Bill Daane, Sparks, Nev.
250cc NOVICE
Stan Searle, Sparks, Nev.
100cc JUNIOR
Rich MacMurray, Reno, Nev.
125cc JUNIOR
Ron Skinner, Reno, Nev.
200cc JUNIOR
Homer Hybarger, Sparks, Nev.
250cc JUNIOR
Dave Brandt, Sparks, Nev.
100cc EXPERT
Ron Byrd, Santa Ana, Cal.
200cc EXpert
john Vance, Woodland, Calif.
250cc EXPERT
Steve Pestoni, Sacramento, Ca.

MOTOCROSS
Bishop, Calif.
April 18, 1971 (P)
By Gale Deck

125 SR.
Gary Ceragioli Bul
Randy Lassen Yam
Don Reynolds Bul
250 SR.
Dave Rodgers Bul
David Williams Yam
Randy McCoy Hus
OPEN SR.
Randy McCoy Hus
Jim Heath Mai
Bruce Torbet CZ
CLUB TROPHY
Ridgecrest M.C.
250 JR. DIV. I
Gary Fortaine Ric
Fred Phillips Hus
Dan Thompson Hus
250 JR. DIV. II
Ed Sogler Mai
Bob Savage Oss
Rick Laituri Hus
OPEN JR.
Jerald Eyre CZ
Mike Hamel CZ
Greg Wincel Hus
100 JR.
Larry Kreie Ric
Jeffry Loff Yam
Greg Turnbow Hon
125 JR. DIV. I
David Milliken Bul
Roger Heath Bul
Gary Powell Yam
125 JR. DIV. II
Tom Stehlik Bul
Brad Eyre Ric
Ron Acevedo Yam

MOTOCROSS
Fresno, Calif.
May 2, 1971
By J. Ferguson

100 JR.
Alex Sisk Hon
David Russell Hon
125 JR. 1st DIV.
Joel Green Bul
Hal Abbate Jr. Pen
Pete Miller Yam
125 JR. 2nd DIV.
Dan Reesee Yam
Mark Franklin Hon
Ken Abbey
125 SR.
Robert Rogers Ric
Leo Fedewa H-D
250 JR. DIV. I
George Landis CZ
S. Edmundston Mai
250 JR. DIV. 2
Harvey Ferguson Oss
Tim Kochciser Oss
250 SR.
Bob Hibner AJS
Stan Fisher CZ
OPEN JR.
Milam Garrett Mon
Dewayne Garrett Mon
OPEN SR.
John Franklin Hus
Robert Rogers CZ

HRA TT
395 Cycle Park
Adelanto, Calif.
May 2, 1971
By Woody Schamel

100 NOV.
Vic Hensley Yam
Jerry Bluff Kaw
Keith Edwards Kaw
250 NOV. MAIN
Doug Sherman Oss
Nate Ezell Mon
Steve Goldberg Oss
125 X MOTO
Richard Sweaney Kaw
Rob Morrison Yam
Gary Johnson Kaw
OPEN X MOTO
Ron Powell Tri
Geo. Gillispie Yam
Fred Corley BSA
125 NOV.
Vic Hershey Yam
Gary Johnson Yam
James Watson Bul
OPEN NOV. MOTO
Don Williams Mon
Jon Talorico Tri
No. 77 Tri
250 X MOTO
Ron Powell Bul
Doug Sherman Oss
379 Bul
SPEC. X MOTO
Ron Powell Tri
Bob Farmer Kaw
Fred Corley BSA

TROPHY PICK UP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, Calif. 90801.

Trophies for Stump Jumpers M.C. M.X. at Elsinore Raceway may be picked up at Norm Reeves Honda, 906 N. Anaheim Blvd., Anaheim from 9-7 weekdays — Info: Clay (714) 778-6700.

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CZ
125, 250 & 400's
In stock now!
Mid-Valley
7550 Balboa Blvd.
Van Nuys, Cal. 91406
213 – 785-5336

SHORT TRACK
Sacramento, Calif.
April 30, 1971
By Patrice Kenyon

MAIN EVENT 4.10:58
Terry Sage Bul
Mike O'Brien Bul
Bob Scally Bul
Russ Powell Bul
CONSOLATION 2.55:37
Jerry Bowers Bul
Danny Davies Bul
1st SEMI 2.14:90
Terry Sage Bul
Jon Ogilvie Bul
Gary Lozano Bul
2nd SEMI 2.16:20
Mike O'Brien Bul
Pat McCaul Oss
Bob Scally Bul
HEAT 1 1.42:83
Mike O'Brien Bul
Ron Landess Oss
Pat McCaul Oss
HEAT 2 1.43:25
Gary Lozano Bul
Del Silva Suz
Terry Sage Bul
HEAT 3 1.42:33
Jon Ogilvie Bul
Mike Yarn Bul
Nick Theroux Suz

RED DOTS HARE SCRAMBLES
Unofficial Results
May 9, 1971
By Ron Schneiders

J.N. Roberts Hus 500 Ex
Larry Pfutzenreuter Bul 250 Ex
Wes Anderson Jr. Bul 250 Ex
Tom Poteet Ric 250 Ex
Dave Brecker Hus 250 Ex
Rich Shirey Yam 250 Ex
Mike Patrick Yam 360 Ex
Gary Griffith Bul 250 Ex
Steve Ellsworth Bul 250 Ex
Tom Muto Hus 500 Ex
Jeff Wright Ric 125 Ex
Jerome Ruzicka AJS 250 Ex
Bruce Dunford Hus 500 Ex
Jerry Kindsbouge — 250 Ex
Phil Bowers Yam 250 Ex
Terry Davis CZ 500 Am
Charlie Vandervoorde Hus 250 Am
Robert Dotson Hus 250 Am
Chas. Carnutt Jr. Ben 500 Ex
Al Lund DKW 125 Am
John Hornback Ric 250 Am
Jerry Jones Hus 500 Am
TRAILBIKES
Mitch Mayes H-D
Larry Roseler H-D
Doug Winchell Bul
Rick Mark H-D
Don Ogilivie H-D
Mike Johnston Hod

HRA TT STANDINGS
April 30, 1971
TOP 25

Gary Johnson	930
Earl Roloff	660
Tom White	625
Richard Sweaney	595
Steve Young	570
Ted Mainini	540
Bob Farmer	520
Steve Okuda	520
Doug Westly	510
Mike Perez	505
Ron Powell	470
Brian McMillan	455
Dennis Briggs	455
Clyde Grizzle	445
Gary Brugh	435
Dan White	430
Willie Hockie	405
Robert Butt	400
Robert Crecelius	400
Gary Kauffeld	395
Mike Laney	385
Don Chambers	370
Chris Morland	375
Jeff Cesmat	370
Don Emmons	350

BENEFIT ENDURO
Sunland Shamrocks
April 25, 1971
Official

SWEEPSTAKES

Jerry L. Booker	BL	Yam	5
2. Richard S. Hughes	BL	Yam	6
3. Mike Adams	AL	Yam	8
4. Stanley J. Baldwin	AH	Hus	8
5. Bill T. Jones	BH	Kaw	8
6. David Evans	AL	Oss	8
7. Gary D. McCain	BL	Yam	9
8. Phil Turgasen	AL	Yam	9
9. Curtis J. Crivelli	AL	Yam	9
10. Thomas R. Miller	BL	Yam	9
11. Jack M. Hein	AH	Ric	9
12. Ronn Blumke	AH	Hus	10
13. Neal Gillern	AH	Hus	10
14. Leroy Miller	AH	Tri	10
15. Ken Lewis	AL	Oss	10
16. Jeff Henninger	AL	DKW	11
17. Ronald Glover	AH	Hus	11
18. Gary Sowell	AL	Yam	11
19. Robt. F. Nickelsen	AL	Oss	11
20. D. J. Russell	AL	Yam	11
21. Mack Moffat	AH	Hus	11
22. Roy Sheridan	AL	—	11
23. Dave Ekins	AL	H-D	12
24. John Calvert	BH	Tri	12
25. Mike Griffitts	BH	Mon	13
26. Eddie Day	AH	Tri	13
27. Richard S. Hughes	AH	CZ	13
28. Harry F. Egbert	AH	Yam	13
29. Walt Baehr	AT	H-D	13
30. Greg Ekins	BT	H-D	13
31. Jim Ingersoll	BL	Oss	14
32. Robert Jansen	BH	Hus	14
33. Tom Sawyer	BT	H-D	14
34. Neil Holt	AH	Hus	14
35. Dave Holeman	AH	Mai	14
36. William S. Bartlow	BH	Yam	14
37. Tom Cabranza	BH	Hus	14
38. Robert Revett	BL	Yam	14
39. Lee R. Heckman	BL	Mon	15
40. Lloyd Doyle	BL	Yam	15
41. Carl Bisband	AH	Tri	15
42. Marv Munyon	AL	Bul	15
43. Doug Henry	BL	Yam	16
44. Jay K. Tullis	AH	Hon	16
45. Ron Storey	AL	Yam	17
46. Don J. Brown	BL	DKW	17
47. Gene Wyrick	BL	DKW	17
48. Jack Meek	BL	Yam	17
49. Kurt Turgasen	BL	Yam	17
50. Bill Lockshaw	AL	Oss	18

MOTOCROSS
Austin Motosport Park
Austin, Texas
May 2, 1971
By Pete Szilagyi

100 JR.
Anthony Whitt Suz
Jack Webb Bri
John Hughes Yam
100 SR.
Mike Offenhauser Suz
Jack Withers Kaw
Rod Chesnut Hon
125 JR.
John Kinzler Pen
Sam Abbott Yam
Joe Witter Pen
125 SR.
Steve Stackable Yam
Jack Hicks Pen
Bob McKinley DKW
250 JR.
Allan Bigley CZ
John Selmon AJS
Booba Miller CZ
250 SR.
Jack O'Leary Mai
Eric Lloyd CZ
Randy Haws CZ
OPEN
Jack O'Leary Mai
Don Osborne Mai
Bob Howard Hus

ARROYO RACING ASSN.
Victorville, Cal.
May 9, 1971
By Dave Oberhelman

16 AND UNDER
UNDER 125cc CLASS
Troy Hollis Suz
Steve Sartain Yam
David Lasch Yam
100cc CLASS
David Brown Hod
Loren Holmberg H-D
Walker Yetto Hod
125cc CLASS
Rudy Arce Yam
Danny Chandler dkw
pat Noble Suz
250cc CLASS
Troy Hollis Suz
Paul Ziegler Yam
David Solomin Bul
OPEN CLASS
Steve Hedgcoth Yam
Carl Shepherd Hus
Bill Hasenjaeger Mai

MOTOCROSS
Golden Eagles M-X Park
Dallas, Tex.
April 25, 1971
By Dodie Stingley

0-100
Bobby Pincard Bul
Bubba Reynolds —
Greg Hyer Suz
125 JR.
Mike Crowley Bul
Ronnie Williams Yam
Tom Mitchell DKW
125 SR.
Ole Finstad Pen
Sam Menefee Pen
Jeff Kring Pen
250 JR.
Jody Foust CZ
Bill Wood Yam
Ronald Grassner Hus
250 SR.
Anthony Jones Hus
Phil Snipes CZ
Joe Rachel Mon
500-OPEN JR.
Dickey Nowell Mon
Phil Oliver Hus
John Wooley CZ
500-OPEN SR.
Wyman Priddy Hus
Robbie Blackman Hus
Ed Terrell Hus

CMC MOTOCROSS
Ascot Park
Gardena, Calif. (P)
May 6, 1971
By Gary Schmythe

100 JR.
D. La Porte Ric
R. Kling Ric
J. Volkman Bul
125 JR. DIV. I
J. Scotland Yam
D. Dehar DKW
S. Lopez Bul
125 JR. DIV. II
L. Quintard Yam
J. Volkman Bul
R. Turner Hon
125 INT.
T. Lunde Bul
A. Lund DKW
L. Merritt Hod
125 EXPERT
B. Baron Ric
J. Wright Ric
Bob Hosford Yam
250 JR. DIV. I
B. Getty Oss
W. Roh Bul
B. Linkford Yam
250 JR' DIV. II
B. Hill Mai
S. Kohler Oss
B. Barker Oss
250 INT.
M. Brown CZ
D. Messer Oss
R. Roche Mai
250 EXPERT
J. DeSoto Mai
D. Hockie Oss
M. Cram Mai
500 JR.
D. McKee Mai
R. Garcia Mai
Bill Hosford Mai
500 INT.
K. Tadlock Hus
K. Markham Hus
R. Maxey Yam
500 EXPERT
J. DeSoto Mai
M. Cram Mai
J. Fishback CZ

ACA MOTOCROSS
Saddleback Park
Irvine, Calif.
May 9, 1971
By Richard Steck (P)

100 JUNIOR
Ted Metzger Hon
John Dunn Suz
Lonnie Brimer Hod
100 INT.
Bruce McDougal Yam
125 JUNIOR
Chris Jackson Pen
Wen Beckwith DKW
John Salinsky Bul
125 INT.
Barry Porter Bul
Brad McKee Bul
Ray Topham DKW
125 SENIOR
Carl Cotton Bul
G. Anderson DKW
Dick Frampton Bul
250 JUNIOR
Greg Messick Mai
Kurt Hamilton Mai
Willis Hamilton Mai
250 INT
Richard Eierstedt Bul
Rick Norris CZ
Pete Kolbet CZ
250 SENIOR
Jim O'Neal Ric
David Helleck CZ
D. Boydston Mai
500 JUNIOR
Terry Trachy CZ
Don Mardon Hus
Floyd Widener Hus
500 INT.
Rod Perry AJS
Ron Frescura CZ
Bruce McDougal Suz
500 SENIOR
Chuck Minert BSA
Mark Nohr Mai
Joel Witte CZ

AMA NATIONAL STANDINGS
Corrected/Updated

1. Dick Mann	265
2. Jim Odom	226
3. Gene Romero	203
4. Don Emde	143
5. Kel Carruthers	137
6. Dave Aldana	123
7. Chuck Palmgren	104
8. Jim Rice	98
9. Dallas Baker	89
10. Jess Thomas	87
11. John Hateley	86
12. Skip Van Leeuwen	74
Mark Brelsford	74
Roger Reiman	74
Cliff Carr	74
Ralph White	74
17. Charlie Chapple	67
Gary Nixon	67
19. Keith Mashburn	61
Dave Hansen	61
21. Rex Beauchamp	56
22. Tom Rockwood	52
Walt Fulton	52
24. Mert Lawwill	49
Dan Haaby	49
Dave Smith	49
Robert Winters	49
28. Wayne Hosaka	46
29. Dusty Coppage	43
Frank Camillieri	43
31. Martin Carney	40
Ron Grant	40
33. Frank Gillespi	37
James Dunn	37
35. Paul Bostrom	34
Fred Gunter	34
Duane McDaniels	34
38. Don Castro	28
Royal Sherbet	28
40. Bill Manley	25
Al Gaskill	25
42. Jeff Sperry	22
43. Hurshel Keeter	19
Rick Deane	19
45. Ron Widman	16
Eddie Mulder	16
47. Johnny Isaacs	13

SCMBKA MINI-BIKE
Saddleback Park
Irvine, Calif.
May 9, 1971

1-3 HP 6-8 YEARS
Bill Williams Hon
1-3 HP 9-11 YEARS
Wayne Rainey Hon
Donald Miller Haw
Kelly Sapp Spe
1-3 HP 12-14 YEARS
Greg Byers Hon
1-3 HP 15 YR. OVER
Mike Byers Hon
4-6 HP 6-8 YEARS
Joey Hamilton Hon
David Lamb Haw
4-6 HP 9-11 YEARS
Ivan Oden Jr. Yam
Jeff Ward Hon
Kelly Moran Sha
4-6 HP 12-14 YRS.
Greg Byers Hon
Kirk Ward Pow
Larry Gross Hon
4-6 HP 15 & OVER
Jerry Daniels Spe
Warren Barr Pow
Hurley Roberts Hon
TROPHY DASHES
1-3 HP
Wayne Rainey Hon
4-6 HP
Ivan Oden Jr. Yam
7 & OVER HP
Jeff Ward Bon
MINI CYCLE
Dave Carlson Ind
POWDER PUFF
Larenda Grove Bon
MOTHER'S DAY
Beverly Wiseman Yam
7 & OVER HP 9-11 YRS.
Jeff Ward Bon
Kelly Sapp Bon
Kelly Moran Sha
7 & OVER HP 12-14 YRS.
Vince Mead Bon
Greg Byers Hon
Stu Egli Car
7 & OVER HP 15 & OVER
Dave Miller Bon
Mike Byers Hod
Hurley Roberts Hon
MINI CYCLE "A"
6-11 YEARS
Willy Simon Yam
Mark Shader Yam
Jeff Ward Yam
MINI CYCLE "A"
12 & OVER
Dave Carlson Ind
Stu Egli Ind
Dirk Layer Yam
MINI CYCLE "B"
OPEN AGE
Dave Carlson Ind
Mark Shader Yam
Bradley Dutoit Ste

HOSAKA BENEFIT TT
Hi Boots M.C.
San Diego, Cal.
May 2, 1971 (P)
By Allen Greenwood
(Unofficial)

POWDER PUFF
Nancy Emde Hod
Carold Gooding Ric
Sabrina Gilbert Kaw
100 NOVICE
Pat Guthrie Hod
John Allison Yam
Tom Anson Kaw
125 NOVICE
Jack Alford Yam
Debbie Reon Yam
Robert Ito Yam
125 AMATEUR
Brad Holt Kaw
Bob Jeffries Yam
David Emde Hod
125 EXPERT
Jim Brockman Kaw
Carl Byers Hod
Mark Peters Bul
250 NOVICE
Steve Jones Bul
Roger Brant Yam
Karl Collie Yam
250 AMATEUR
Dan White Bul
Doug Hannon Bul
Ken James Bul
250 EXPERT
Sal Peluso Yam
Carl Byers Yam
Jim Brockman Kaw
500 NOVICE
Brian McMillan Yam
C.R. Corbin Mai
Neal Herath Bul
500 EXPERT
Bill Silverthorn Suz
Dave Clemo Hon
John Peterson Yam
OPEN NOVICE
Bob Marrickel Tri
Mark Springer BSA
Bill Dockery Tri
OPEN EXPERT
John Sprage Ric
Ray Vanderpool BSA
Mike Konshak Nor

PRO TT
Sidewinders of Ore.
Clackamas, Ore.
April 30, 1971
By N.A. Williams

EXPERT TROPHY DASH
Mark Williams Tri
Ike Reed Tri
Bill Elder Tri
EXPERT MAIN
Mark Williams Tri
Sonny Burres Tri
Chuck Joyner Tri
JR. TROPHY DASH
Randy Scott Tri
Mike Hannula Tri
Chuck Voss Tri
JR. MAIN
Randy Scott Tri
Mike Hannula Tri
Chuck Voss Tri
NOV. TROPHY DASH
Steve Baker Yam
Fred Siegel Yam
Robert Wright Bul
NOV. MAIN
Steve Baker Yam
Fred Siegel Yam
Forest Hiner Bul

TT SCRAMBLES
Porterville, Calif.
April 25, 1971
By Jack Light

50cc NOV/JR.
Bill Richey Suz
Kirby Schropshire Suz
Brian Hurst Suz
100 NOV.
Dane Evans Kaw
Anthony Albertia Suz
Ronald Penrod Hod
100 JR/EX.
Jack Jones Suz
Tom Jones Yam
Greg Henson Kaw
125 NOV.
Michael Danell Yam
Craig Alirander Yam
Jack Martin Yam
125 JR.
Ryan Gifford Yam
Mike Lessley Kaw
Mike Keith Yam
125 EX.
Bruce Baseman Bul
Curt Lange Bul
George Beckett Bul
200 NOV.
Mark Welter Bul
Norbert Cloud Oss
Chet Hufford Yam
200 JR.
Jerry Williamson Bul
Vincent Foster Bul
Adam Pollack Bul
250 NOV. DIV. I
Stanley Fisher CZ
Willis Pritchett Yam
Eavin Kinchen Mon
250 NOV. DIV. II
Lowell Whitfield Gre
Don Jones CZ
Walter Price Jr. Mon
250 JR.
Max Carpenter Bul
Russell Barnett Bul
Lyle Moore Bul
250 EX.
Jim Keener Bul
Richard Pereira Bul
Tommy Francisco Mon
360 NOV.
Mike Mitchell Mai
Marshall Cooke Mai
Frank Wenzel CZ
360 JR.
Doug Wheeler Mon
Jim Doherty Mai
Robert Young Mon
360 EX.
Ron Keener Yam
Jack Jones Suz
Leonard Reed Yam
650 NOV/EX.
Ray Comer Tri
David Miller Tri
Bud Wall Tri
650 EXPERT
Carroll Jackson Tri
Darrell McCaulley BSA
Steve Martin BSA

SCRAMBLES
Cycleland Speedway
Chico, Calif.
May 1, 1971
By John Noffsinger

B MAINS
100cc
Brad Johnson Yam
200cc
Mike Cardoza Bul
250cc
Jim Henderson Yam
SCRATCH MAINS
100cc
Evan Wipf Hod
200cc
Scott Vendley Bul
250cc
Jim Crenshaw Bul
HANDICAP MAINS
100cc
Rodney Halstead Hod
John Arseniak Bul
Eddie Brown Hon
200cc
Ronald McGill Bul
Mike Cardoza Bul
Jeff Davidson Yam
250cc
Mike Corcoran Mon
Bob Ballinger Yam
Bob Hurst Bul

MOTOCROSS
Oak Creek Ranch
Mojave, Calif.
May 8, 1971
By Ken Beach

125cc NEVER RACED
Chuck Scott Yam
Bill Brown Yam
125cc 5 OR LESS
J. D. Brown Ric
Fred Bon DKW
125cc JUNIOR
Tom Garrett Yam
Ken Zahrt Bul
Joe Root Bul
100cc NEVER
Paul Madsen Hod
100cc 5 OR LESS
Dave Carter Bul
Harry Miller Ric
100cc JUNIOR
Dave Zahrt Bul
Harvey Bliss Ric
Brian Boberick Bul
MINI ENDURO
Kelly White Yam
Ron West Yam
250cc NEVER
George Gasman Yam
James Bowles Yam
Glenn Lewer Bul
250cc 5 OR LESS
Ron Palmer Yam
Dennis Pierce Bul
Jim Jenkins Hus
250cc JUNIOR
Tom Madlem Mai
Keith Mertz Yam
Robert Colson Oss
OPEN NEVER
Sam Moreau Mai
OPEN 5 OR LESS
Daniel Pope Bul
OPEN JUNIOR
Layman Gattis Hus
Fat Al CZ
Pat Powell Hus

SCRAMBLES
St. Helens Speedway
St. Helens, Ore.
May 1, 1971
By N.A. Williams
SMALL MINI MX
Micky Mehrer Hon
Wayne Unger Hon
35 Hon
BIG MINI MX
Donnie Gore Yam
Jim Hall Yam
Ron Lane Yam
100cc BEGINNERS MX
Jon Gladman Kaw
Brian Berndt Hon
Guy Williams Hon
100cc TROPHY DASH
Robbie Gore Yam
A MAIN
Rupert Dykstra Kaw
Don Dodge Kaw
Kevin Holland Kaw
B MAIN
Brad Smith Yam
Bob Block Kaw
C MAIN
Rick Waters Kaw
200cc TROPHY DASH
Dan Faber Bul
A MAIN
C. Jim Barnes Bul
Dan Faber Bul
Chuck Brown Yam
B MAIN
Joel Anderson DKW
Mickey Pfiffer Kaw
C MAIN
Jay Jallo Yam
250cc TROPHY DASH
Jim Walden Yam
A MAIN
Jim Walden Yam
Gerry Gilles Kaw
Ron Olson Kaw
B MAIN
Chuck Brown Yam
Robby Ohge Mon
360cc TROPHY DASH
Richard Sadler Yam
A MAIN
Richard Sadler Yam
Jim Smith Yam
Dan Kirk Yam
B MAIN
Jim Nichols Hon
Steve Hall Kaw

FINAL RESULTS
MOTOCROSS
T.M.X.A. SERIES
(6 Races)
Dallas, Tex.

Mike Crowley Bul
Jody Foust CZ
Phil Oliver Hus
Ronnie Williams Yam
Dickey Nowell Mon
Jerry Boren Yam

TT CHAMPIONSHIPS
Boise, Idaho
April 11, 1971
By N. A. Williams

EX. TROPHY DASH
Sonny Burres Tri
Mark Williams Tri
Mark Brelsford H-D
Charles Thielke Tri
EXPERT MAIN
Mark Williams Tri
David Hansen Tri
Sonny Burres Tri
Mark Brelsford H-D
Don McLeod Tri
Rick Deane Tri
James Jones Tri
Chuck Joyner Tri
Bill Elder Tri
Jimmie Smith Tri
Terry Dorsch Tri
Charles Thielke Tri
JR. TROPHY DASH
Randy Scott Tri
Gary Scott Tri
Al Perella Nor
Mike Hannula Tri
JR. MAIN
Randy Scott Tri
Gary Scott Tri
Dick Cook BSA
Mike Hannula Tri
Al Perella Nor
Randy Skiver Tri
Bob Boaz Tri
Tom Waterson Yam
John Fritz Tri
Greg Hodge Tri
Bruce Teixeira BSA
NOV. TROPHY DASH
Delbert Armour Yam
Tyler Messenger Yam
Bob Conway Mon
Charles Kestin Suz
NOVICE MAIN
Steve Baker Yam
Delbert Armour Yam
Scott Brelsford Oss
Steve Mudd Bul
Bob Conway Ric
Charles Kestin Suz
Ed Vicostho Bul
Jimmy Brooks Bul
Dave Ditter Yam
Tyler Messenger Yam
Dave Howard Suz
Frederick Siegel Yam

MONTERREY NATIONAL
CHAMPIONSHIP
Autodromo de Monterrey
April 25, 1971
By John Blanton

80cc CLASS
Luis Guzman Car
Javier Martinez Car
Gorge Fernandez Car
125cc
John Miller H-D
Humberto Marin Car
Pedro Gonzalez Yam
200cc
Mark Carbonie Bul
Javier de la Mora Car
Raul Pralta Car
250cc
Mark Carbonie Bul
Lorenzo Barba Bul
Raul Pralta Car
650cc
John Miller H-D
Jose Magallanes Tri
Humberto Garcia BSA
LIBRE
Bob Grosse H-D
Mark Carbonie Bul
Jose Magallanes Tri

MOTOCROSS
S. Oreg. Championships
Medford MX Park
Medford, Ore.
May 2, 1971
By Mike Starr
MINI BIKE I
Ron Clark Home
Ray Price DKW
Steven Williamson Hon
MINI BIKE II
Darrell Wray DKW
Stewart Myers Suz
Susan Lafontaine Yam
100cc KIDS
Terry Holmgren Bul
Ron Papst Bul
Dave Reed DKW
125cc JR.
Dan Rasmussen DKW
Tom Robinson DKW
Roy Bates DKW
125cc SR.
Bill Grossi DKW
Charles Layton Suz
Terry Diett Pen
250cc JR.
Russell Briggs Oss
Steve Fox Oss
Al Brenton Mai
250cc SR.
Bob Decker Suz
Gary Sheppard Mai
Ron Parry Bul
OPEN JR.
Stan Blackburn Hus
Jim Farrar Yam
Robert Jones Suz
OPEN SR.
Robert LaFontaine Mai
Steve Hendrickson Suz
Homer Mosley Yam
PROFESSIONAL
John Schwendener Mai
Bill Oliver Suz
Keith Nerseth Mai

CMC MOTOCROSS
Carlsbad Raceway
Carlsbad, Calif.
May 9, 1971 (P)
By John Shedd

100 JR.
M. Dobbs Hod
J. Beck Yam
J. Schultz Suz
125 EX.
J. Beauchamp DKW
L. Green DKW
B. Urban Puc
125 INT.
L. Mellgren DKW
G. Martini DKW
B. Croft AE
125 JR. DIV. I
S. Graham Puc
D. Donato DKW
G. Radar Pen
125 JR. DIV. II
J. Hill Puc
B. Wygal Bul
R. Burkey Yam
250 EX.
M. Tripes Ric
B. Rhoades Hus
P. Brinkman CZ
250 INT.
M. Loftus CZ
J. McDonald Kaw
D. Martins Hus
250 JR. DIV. I
D. Phillips Hus
K. Markley CZ
D. Sherman CZ
250 JR. DIV. II
G. Mosier Oss
D. Carlson CZ
L. Griggs CZ
250 JR. DIV. III
S. Henderson Bul
J. Early Mai
J. Schulz Ric
500 JR.
C. Calvert Hus
B. Miller CZ
G. Johnson Hus
500 INT.
B. Brown CZ
R. Roche Mai
R. Franklin CZ
500 EX.
R. Norgaard CZ
F. Gualda Hus
B. Rhoades Hus

SCRAMBLES
Castle Rock, Wash.
May 2, 1971 (P)
By N.A. Williams

125cc TROPHY DASH
Rupert Dykstra Kaw
A MAIN
Brad Tibbitts Bul
Rupert Dykstra Kaw
Dennis Spencer Kaw
B MAIN
Matt Tibbitts Suz
Jay Jallo Yam
Mark Hislop Kaw
C MAIN
Steve Shoop Yam
CONSOLATION
Bim Watterson Yam
200cc TROPHY DASH
Jim Curtis Bul
A MAIN
Jim Curtis Bul
Brad Tibbitts Bul
B MAIN
Mark Noren Yam
250cc TROPHY DASH
Jim Walden Yam
A MAIN
Fred Siegel Yam
Jim Walden Yam
Alan Mundt Kaw
B MAIN
Ricky Graves Bul
Dave Ditter Yam
C MAIN
Gerry Gilles Kaw
CON.
Kim Covlin Kaw
500cc TROPHY DASH
Richard Sadler Yam
A MAIN
Doc Harmon Kaw
Jim Smith Yam
B MAIN
Phillip Seaborn Yam
Howard Bushman BSA
OPEN CLASS T.D.
B. Elder Tri
OPEN A MAIN
Bill Elder Tri
Dave Waller Tri
B MAIN
Jan Potter H-D

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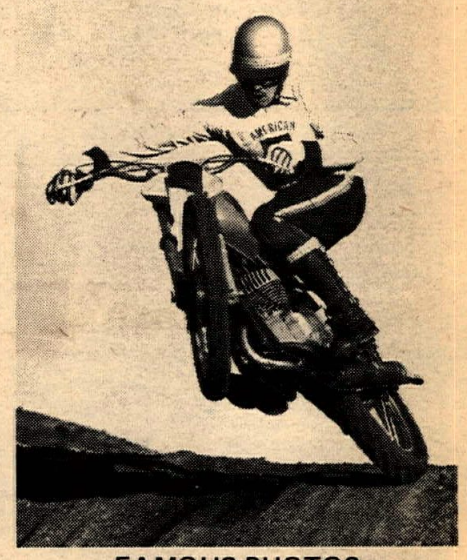

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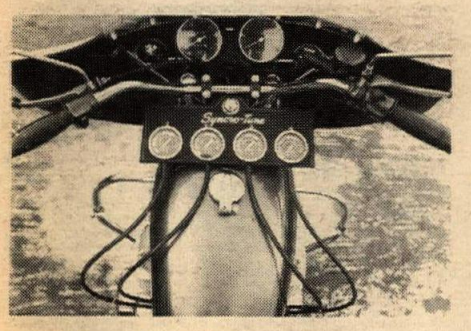

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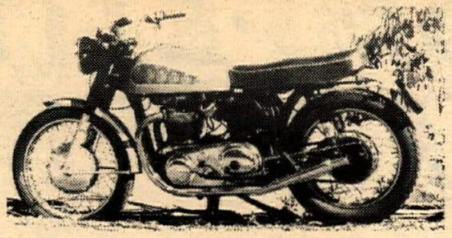

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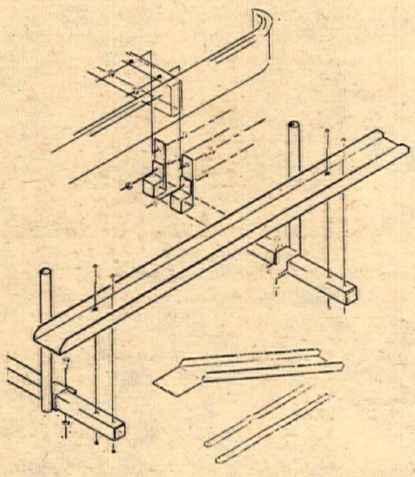

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